

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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## AS OTHERS SEE US.

*Morning Advertiser*.—"Able and smartly written."

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## YARNS.

XLI.

### THE "STEWARD'S GRIEF."

It was on board the *Celtic*,  
As from Queenstown she did sail,  
That a steward almost frantic,  
And with loud and bitter wail,  
From the glory-hole came rushing  
With a bound towards the rail,  
And his heart with pain was gushing  
As he told his bitter tale.

Then with pitying glance, and tender,  
Did I promise, full and free,  
Any service I could render,  
To allay his miseriee;  
Then he said in tones most painful,  
As he looked far out to sea,  
"A passenger has left me  
And forgot to leave his fee."

H. LL. B.

(Late of R.M.S. *Britannic*.)

Bradford.

### A WHALER'S TWISTER.

XLII.

A good many year ago, when Dundee and Peterhead war not the only British ports that sent out ships to the whale and seal-fishing at Greenland and Davis Straits, I was shipmates aboard the old *Diana*, of Hull, with a chap Bill Surtees by name, who was bo'sun. Old Cap'n Gray had her then—the same skipper that died in her that time when she reached Shetlan', after being frozen up, with nigh all hands dead.

You know that yarn about the shell-back as had a parrot for sale? When the old lady wot he wanted to sell the bird to said,

"But he can't speak, Jack," the shell-back says, says he,

"No, marm, but he be a rare un to think!"

Bill Surtees always reminded me of that there parrot—not that he could not speak, but that he very seldom did. But Bill and me were chums for all that, for I was harpooneer and knowed my work, and Bill liked men as knew their work. The only relation Bill had in the world was a young brother named Jim. When their mother was a-dying Bill swore to look arter Jim, and well he had kept his word, a-sendin' of him to school when schoolin' cost more nor it do now, and schools war not so common. The larnin' of that boy Jim would have surprised you. I am a bit of a schollard myself, for I could allus sign articles with my name instead of havin' to put a cross, as many a good man did. But I weren't a patch on Jim. That boy could write the most

bootiful copper-plate you ever seed, and talk like a book to different kinds of forruners in their own lingo, and would make a pictur' of 'most anything you liked. In fac' he drew so well that his schoolmaster was proud on him, and so was Bill, and Jim meant to be an engineer, and Bill 'spected afore long to see him chief engineer o' one of the new steam whalers that war coming out then.

Well, sir, while Bill and me were shipmates on the *Diana*, and she was beset, we goes off one night, on the ice-floe, arter a bear wot we had a-seed a-mouching round, and we meant to shoot that bear. If you've been in the Arctic, sir, you knows that wot parsons say about t'other world is right, for there is "no night there," leastaways not in summer. It's broad daylight at twelve o'clock at night, and all night long. Not much of a chance for coortin' there, even if ye could abide the Yakie (Esquimaux) women, and that's more nor I ever could, with their dirty skin dresses, and their a-reeking of blubber fat. Why, I wouldn't touch one on 'em with a pair of tongs as long as a main-mast from truck to keelson, though I won't say as I haven't been shipmates with men as wouldn't a' kissed and hugged them as hearty as if they'd a-been English wenches. But that's neither here nor there, and I was a-talkin' o' Bill Surtees. As we was a-going over that ice-floe a-lookin' for the bear which was a-dodging behind a hummock, I suddenly saw Bill stretch out his arms with a jerk and stare as if he wus cranky, and sing out,

"Good God, that's Jim!"

There warn't no living soul on that there ice-floe, barrin' Bill and me and the bear, and I seed no Jim, but I did see a thin white cloud pass before us, and melt away. Sooperstitious, am I? Do I believe in the Flyin' Dutchman and the sea surpent? Rayther, for I've seed all on 'em, and seein's beleevin'.

Yes; I reeds noospapers, but barrin' SEAFARING they ain't no good when it comes to sech matters. I was shipmate with the skipper of SEAFARING, and knowed his father afore him. Noose-papers is all well enough in their own place, but if it comes to seafarin' matters, you must allow a sailor man to know a bit. But we are forgettin' Bill Surtees.

I swear I seed that cloud, but we did not manage to shoot the bear, and we returned to the ship, and I thought nothing more of the matter.

We made a full ship that year and were paid off at Hull.

I had married the winter afore the

daughter of a coastguardman in a small village not far off, and took Bill home with me for the night. On the road from Hull Bill again started and swore he saw Jim. But I argued him out of it, and said he could start for Sunderland, where Jim lived, next day, and he would find 'im all right. My wife's father and Bill and me had supper together, and was a-spinning our twisters, when I noticed that the wife's father had so changed since I left that his hair, instead of being brown, was nearly white.

"Ah," says my little ooman, "there's sad cause for that."

Then she told as how one night a lot of lads hoaxed the coastguard with a yarn that smugglers wur about, and put them on a wild goose chase, and while the guardsmen wur in hot pursuit of the lads her father's gun went off by accident and killed one, a fine lad, and a stranger in those parts, where he was a-staying for a day or two. I had interdooced Bill as simply Bill to my missus and her father, and Bill had hardly spoken a word.

"What night was that?" he suddenly asked.

"August 2nd," says my wife, "and the gun went off exactly at 10 o'clock," the exact day and hour when Bill saw Jim on the ice.

"The lad's name—his name?" burst out Bill.

"Jim Surtees," said my wife, never knowing that it was the dead lad's brother who'd put the question.

Bill left my house without a word, resisting all attempts to stop him.

A day or two later his body was found in Sunderland, when it was sure that he had been murdered and robbed of over £40. Long arter that I heard that a woman told a parson as she was a-dyin' that she drugged Bill's drink and done the murder with the help of a man who arterwards went to sea and met a drefful death. He wur thrown by the ship pitchin' forard right from the maintop-s'lyard of a steamer into her funnel and roasted alive, and if ever a chap deserved roastin' it was that there coward wot murdered Bill Surtees in his sleep.

### XLIII.

#### IN SOLE CHARGE.

About twenty years ago I was master of a large paddle tug, which was frequently called out at all hours of the day or night to act as a search and salvage vessel, in cases of breakdown of steamers or other accidents, and also when occasion arose to tow the lifeboat out to the scenes of wrecks and strandings off the dangerous coast of our district.

One wintry evening we towed in a disabled steamer, having been out searching for her since the previous night. We had terrible work to steam safely through the blinding snow, and the men were tired and exhausted. The difficult and dangerous work of making fast the hawser had to be done twice, owing to the violence of the sea causing it to part. However, the harbour was at length safely reached, and we were looking forward to a night's rest for once, when suddenly a rocket went up, at a considerable distance out to sea. There were several dangers in that direction, and we rightly concluded that a vessel was in distress out there. While we were thinking what was best to be done, another rocket was

seen, and the distant report of a gun was heard. This decided us, and as a crew was being made up for the lifeboat, my men, poor fellows, volunteered to tow it out to the wreck, and to assist in saving the lives which were in danger. The lifeboat was soon manned and ready, and a start was made about eight p.m.

The wind was now blowing a gale, and the sea outside the harbour was running fearfully high. Snow fell in blinding, driving sheets, and seas frequently swept over our deck from stem to stern, breaking clean over our funnels to such an extent that I was obliged to lash myself to the bridge handrail, where I was steering. We had great difficulty in finding the wreck, and had been searching for her more than two hours, when suddenly a bigger sea than ever struck us with fearful force on the starboard bow and broke over us, completely burying the tug for a time, and causing her to shudder and stagger as if she would not rise again. She did rise, however, but only to reveal to me, as the water drained a lit, that every man who had been on deck was missing! I did not at first realise this awful fact, and shouted for my mate. The fury of the storm, however, made even my powerful voice sound as feeble as a child's, and so I blew my pocket-whistle. Still there was no response, and then I found what had happened—I was alone, in sole charge of that steamer and the lifeboat, in such weather that I might at any moment be swept away also, leaving the poor fellows below in the engine room and stoke-hole, and the lifeboat crew, to a terrible fate! I dared not leave the wheel for a moment, and the engineer's crew below were, of course, in total ignorance of what had occurred. Moreover, I had no means of communicating with them except by a primitive sort of engine-telegraph—not like the modern ones—and there was no speaking pipe, as is usually the case on such vessels.

What could I do? An answer came to my mind as soon as I propounded the question to myself; I would do my duty. I determined, that, as I had been providentially spared when the poor fellows were taken, I would take the lifeboat on toward the wreck, if it cost me my life. I therefore continued to steer on in the direction of the supposed wreck, frequently sounding the steam whistle. I found it very difficult indeed to manage the vessel by myself, and it was also very dangerous, having no look-out man. I went on, however, and was at last rewarded by finding the wreck, from which the lifeboat succeeded in rescuing fifteen men with great difficulty and danger. I managed to communicate to them the state of things on board the tug, and some of them came aboard and manned her back to the harbour, where we eventually arrived about three a.m., thoroughly worn out.

The lifeboat crew and my engineers were not a little surprised and alarmed when they heard of the danger through which they had passed without knowing it, and they highly complimented me on my pluck. The Board of Trade took occasion to compliment me in a more substantial manner too, and a fund was raised for the widows and orphans of the poor chaps who were washed overboard.

We were afterwards told by the crew of

the wrecked ship that had our arrival been delayed for another half-hour their ship would not have held together, and they would have perished with her.

A. J. WILSON.

#### SEAFARING DISASTERS.

*Victoria*, Norwegian barque, put into Sydney leaky, having been ashore at Baker's Island.—*C. A.*, from Muros, arrived at Cardiff, reports having been in collision with the *Pallion*, steamer, off Sully; fore-castle full of water. The *Pallion* proceeded.—*John*, Swedish schooner, from Gefle, for Cardiff, laden with wood, has been towed into Reval by the *Henniet*, German steamer, having been dismasted in a gale.—*New Desian*, from Hayle, reported from Bridgewater to have gone ashore half a mile west of Aclands Pier at high water in dense fog.—*Secret*, ketch, of Guernsey, for Jersey, cargo oats, lost at Jersey. Crew saved.—*Emilie Marie*, French barque, from Sundswall, with wood, has been towed into Stockholm, waterlogged.—*Rachael Harrison*, Newport to Newry, laden with bark, put into Warren Point Dock leaking badly, having been ashore at Cranfield Point.—As the steamer *Lydian Monarch* was proceeding down the Thames, when off Deptford Creek she collided with *Carl XV.* (s), of Gothenburg, carrying away the latter's mizentopmast. Both vessels proceeded—the *Lydian Monarch* down the river, the *Carl XV.* to Millwall dock.—*Lucinda*, schooner, Exmouth for Cardiff, ballast, arrived at Portsmouth, October 18th, with damage to port bulwarks and headgear, having collided with a steamer, name unknown, off the Owers.—*British Constitutional*, British barque, Hertsand for Hartlepool, timber, has been towed into Elsinore with bowsprit and jibboom gone and cutwater and stem damaged by collision with British steamer *Damira*, whilst at anchor off Dragar; latter vessel proceeded.—*Danish Niels*, Danzig for Thisted, has been towed into Elsinore waterlogged, and severely damaged by collision with British barque *Sarah B. Cann*; latter vessel proceeded.—*Danish schooner Anna Sophie*, St. Petersburg for Landskrona, oil cake, grounded on the Middelgrund, but floated without assistance, and proceeded; collided afterwards with *Solnar*, Norwegian schooner, also aground. Russian schooner *Isaac*, Riga for England, ashore south end of Amack, declined assistance.—*Danish schooner Cathinka*, ballast, Umea, has been run down and sunk by *Hero*, Norwegian barque. All on board saved, and landed at Copenhagen.—Norwegian barque *Brilliant*, Hertsand for Marseilles, aground on the Middelgrund.—Norwegian schooner *Dolnar*, Kemi for Grangemouth, wood, grounded on the Middelgrund, but got off with assistance.—*Contest*, steam tug, of North Shields towed into the Tyne, her shaft having broken.—*Aglaia*, Austrian steamer, Santos for Trieste, has arrived at Rio Janeiro with shaft broken.—Lloyd's agent at Shields reports that *Ingeborg Anna*, from Laurvig, with props, arrived in the Tyne, having encountered very stormy weather on the passage; also that the whole of deck cargo of pit props was washed overboard.—*Bee* (s), Runcorn for Newry, with salt, sunk close to Carlingford Bar.—A telegram from Bridge of Don, dated from Old Aberdeen, states that *Merlin*, No. 7, steam fishing boat, stranded at Donough.—*Thomas Hilyard*, arrived at Liverpool from Quebec, reports that on the 22nd ult., during a N.E. gale, shipped heavy seas, which smashed boats, &c.; one of the crew was washed overboard and drowned, and another killed. Part of deck load was jettisoned.—A telegram from Stockholm states that *Amazon* (?) grounded at Rasso. Steamers despatched to her assistance.—*Margaret Roberts*, of Carnarvon, from Ayr for Plymouth, laden with coals, in entering Scilly without a pilot, ran on Beacon Ledge at about half-ebb, but came off on the flood, making no water.—*Alne Holme*, steamer, from Hamburg, arrived at Greenock, reports having been in collision with the *Peter*, Swedish barque, of Helsingborg, in the North Sea. Both vessels sustained slight damage.—*Heros*, Norwegian barge, Buenos Ayres to Inverness, put into Stavanger for stores. Scotch pilot on board. Will sail earliest possible moment.—Lloyd's agent at Vardo telegraphs, October 19th: *Pax*, barque, Captain Revfeldt, of Pernau, Onga for Poole, with deals, put into Vardo leaking greatly, and will



have to discharge her deck cargo before she can proceed.—*Folkvang*, barque, of Stavanger, from Omega for Marseilles, with deals, put into Vardo leaking greatly, and must discharge to repair.—Lloyd's agent at Copenhagen telegraphs: *Privateer*, previously reported ashore, has been assisted off, and will proceed, having sustained no apparent damage.—Swedish barque *Esperance*, from Sundswall for Havre, wood, grounded on the Middelgrund, but got off with assistance. Has received no damage.—Norwegian brig *Patria*, Douglas, from Pernoviken, with wood, grounded on the Lillegrund, but got off with assistance.—Open fishing boat, No. 1631, from Camiar, near Boulogne, which was blown away from Boulogne on Tuesday, 17th inst., has drifted ashore at Hastings. Only one man on board, who was in a starving condition, and who was sent back to Boulogne.—*Mauritania*, steamer, of London, at Bristol, from Tarragona, via Liverpool, collided, October 20th, in Cumberland Basin, with steamer *Essex City*, from New York, and sustained damage to propeller, port quarter, covering board, boat smashed, chocks, &c.—*Ortega* (s), has arrived at Pauillac with shaft broken. She was towed from Lisbon to Pauillac by *Nerthe* (s).—British India steamer *Golconda*, London for Calcutta, arrived at Spithead with damage to machinery.—Telegram from Coreubion reports: English steamer *Talavera*, from Ibrail for Antwerp, wrecked at Cape Finisterre.—Telegram from Copenhagen reports: The *Iris*, Norwegian barque, Soderhamn for Calais, wood, aground on Middelgrund.—The *Louise*, German brig, from Danzig for Grangemouth, wood, has been in collision with a vessel, name unknown, and received damage to bulwarks.—The Norwegian brig, *Patria*, previously reported aground on Lillegrund, has put into Copenhagen with bottom injured. She has been examined by divers and will proceed probably to Arendal to repair.—Russian schooner, *Isaac*, previously reported ashore at Amack, has got off without assistance.—Steamer, *Cumberland*, of Newcastle, had one of her plates holed through coming in contact with a stone in Leith harbour and sprung a leak. Docked for repairs.—*Baghadi*, steamer, from Bussorah, collided with the *Chatsworth* (s), from Geffe, carrying away whole upper part of *Chatsworth's* stern off Commercial Dock, River Thames.—*Ernest* (s), London, Skutskar for Calais, laden with wood, grounded on the West Rocks, near Walton-on-Naze. Assisted off by tugs and proceeded.—*Nord*, Swedish steamer, Soderhamn for London, put into Stockholm with shaft broken.—Smack *Tartar*, at Hull, reports: On October 18th, passed 10 miles N.E. on the Spurn Light vessel, in 10 fathoms of water, a vessel's mast about 12 feet out of water; dangerous to navigation.—Lloyd's agent at Farsund telegraphs, October 20th: *Archangel*, Russian steamer, Archangel for St. Petersburg, has been in collision with steamer (name unknown) outside Lister. Both steamers sank.—Lloyd's agent at Flekkefjord telegraphs, October 20th: *Neptune*, British steamer, Stettin for Glasgow, foundered at sea after collision with an unknown steamer last night; crew saved.—Barge *Merton*, of Rochester, cargo bricks, sunk off Broadness Point, Thames, after collision with *Rosella* (s), of Whitby.—The *Lucille*, Newport for Rosario, railway iron, has put into Queenstown leaky.—British steamer *Nelson* put back to Sulina for examination after being on fire.—British steamer *Henry Anning*, at Gibraltar, reports having encountered heavy weather, and had lifeboat, engines, and skylight damaged.—Lloyd's agent at Vadsø telegraphs, October 21st: *Brunnow*, German barque, has gone ashore, and is badly damaged.—Lloyd's agent at Chittagong telegraphs, October 22nd: The *Hahnemann* took fire in port, but fire was extinguished before much damage was done. Damage confined principally to seamen's quarters.—*Blanche* (s), for Dunkirk, anchored off Gravesend October 22nd, with slight damage to engines.—*Linda*, Mexico for Falmouth, reported to have arrived at Bermuda with bulwarks stove and loss of sails.—A report from Lloyd's agent at Mauritius says: *Thyra*, British brig, Port Darwin in ballast, has gone ashore at Mapon, and is a total loss.—As the tug *William* was being navigated down the Thames, when off the Victualling Yard, Deptford, she went athwart a sailing barge at anchor and sank; thick fog at the time. At 11 p.m., October 21st, the *Avoca* (s), of and from Dublin, collided with the *James Bowles*, barge, of Colchester for Dunkirk, lying at anchor off Grays, carrying away barge's bowsprit and starting bits.—A telegram from Stavanger,

dated October 20th, reports: *Valborg* put into Aalesund leaky, and would have to discharge; deckload thrown overboard.—*August*, German steamer, for the Baltic, previously reported put into Elsinore, repaired and proceeded.—Lloyd's agent at Honfleur telegraphs: *Atalanta*, British steamer, struck the dock entrance and received damage.—Whilst the *Presto*, steamer, laden with coals, was at anchor in the Lower Hope, River Thames, she was run into by *Cameo*, steamer, doing considerable damage to her starboard quarter. Both vessels were bound up. *Presto* was grounded in Gallions Reach with several feet of water in her hold.—*Lake Superior* arrived at Queenstown with steering gear out of order.—Telegram from Stockholm states: Norwegian brig *St. Johannes* is ashore at Oregund. Assistance sent.—Spanish steamer *Rivas*, from Bilbao, with ore, and steamer *Triumph*, of Sunderland, outward bound, for Leghorn, collided at mouth of Tyne. *Triumph* sank, and two firemen were lost in her, and *Rivas* had to be run ashore at South Shields, but was afterwards removed to discharge.—Schooner *Torboy Lass*, Portmadoc for Hamburg, put into Milford Haven leaky.—Collision occurred at Rotherhithe between *Gaa Pau* (s), of Moss, and *Elise*, schooner, of Leer. Schooner lost all headgear, and had boat smashed.—Telegram from Stockholm states: *Amazona* (s) has been floated, and brought into shelter for diver's examination and tightening of bottom damages.—Lloyd's agent at Savannah cables: Spanish steamer *Emiliano* ashore in the tideway of the river, but will probably be got off without damage.—Telegram from Montevideo states: *Wergeland*, Norwegian barque, lost at Lobos Island; crew landed at Maldonado.—*Minnie Burrill*, British ship, has gone ashore at English Bank, and is a total loss; crew landed at Monte Video.—*Belle of the Exe*, British brig, from St. John's, N.F., has arrived at Pernambuco with loss of fore and main topmasts and jibboom.—*Paula*, steamer, from Hamburg for New York, with petroleum, put into Plymouth October 23rd, with loss of propeller blades. *Lizzie and Annie* (ss), passed Woolwich disabled, in charge of tug, inward bound.—*Mathilde*, Swedish brig, St. Ubes for Gothenburg, arrived at Plymouth with foreyard carried away.—*Niagara*, Bombay for Hull, whilst attempting to enter Alexandra Dock, Hull, grounded east of dock entrance, but got off and docked.—A report from Port Louis, telegraphed from Durban, states the *Gerhard Erdwin*, German brigantine of 218 tons register, of Brahe, is on the rocks off Nossi-be, and will prove a total wreck. Crew, with the exception of the master, arrived at Mauritius. Captain stands by wreck.—Norwegian barque, *Clara*, Fowey for New York, clay, was abandoned in a sinking condition in lat. 25 N., long. 23 W. on October 16th, on account of bad weather. Crew taken off by the German barque *Charlotte and Anna*, and landed at St. Vincent.—Cablegram from Buffalo states: United States steamer *M. M. Drake* ashore Mackinac Strait, and will probably be a total wreck. All the cargo (corn) damaged.—*Fair City*, of Dublin, Newport for Plymouth (coals) was abandoned off Land's End on Saturday last with loss of sails and leaky. Crew landed Falmouth.—*Nelson*, British steamer, which put back to Sulina, having been on fire, has proceeded to Galatz to repair.—*Bertha Hele*, German schooner, is ashore at Danzig, full of water.

*Neckar*, German mail steamer, went ashore in leaving Shanghai, but got off after discharging part of cargo.—*City of Montreal*, British steamer, gone ashore at Michipicotton, and will probably be total wreck.—*Moray* (s), Japan for New York, has put into Malta with loss of two blades of her propeller.—Steam lighters, *Adela* and *Banco*, have been in collision at San Pedro, the former badly damaged, the latter slightly.—*Peter*, Swedish barque, put into Helsingborg, damaged by collision with *Alme Holme*, British steamer.—Lloyd's agent at Gibraltar, telegraphs October 24th, *Kate*, British brigantine, reports that on September 24th, in latitude 52 N., longitude 49 W., encountered a heavy gale from north-east, and had part of bulwark and sails carried away; jettisoned cargo to the extent of about 25 tons.—Lloyd's agent at Newport (Mon.) telegraphs, October 24th: *Farnley Fall* (s), of Newport, whilst moving into river discharging-berth yesterday, was run into on starboard side by the *Medway* (s), of Glasgow, and sunk; total amount of damage not yet ascertained.—*Ore*, Farsund barque, Cronstadt

for Montrose, has put into Farsund very leaky.—A telegram from North Arran, dated from Galway, October 24th, reports:—*Hooker*, McDonagh, of Galway, owner, went ashore on the westward part of Murvey, on the 19th inst. Two lives lost, also part of cargo. She was laden with pigs, and was bound from Roundstone to Galway.—*Talavera* (s), wrecked at Finisterre; almost broke in two. Certain total wreck. Small quantity of cargo salvaging.—*Chile* arrived at Queenstown from Pisagua with nitrate; lost some bulwarks and jettisoned part of her cargo.—Lloyd's agent at Malta telegraphs, October 24th:—*Cohinfield*, British steamer, has after crank-pin broken; detention will occupy about four days.—Lloyd's agent at Copenhagen telegraphs, October 24th: *Oxon*, British steamer, from Skelleftea for Hull, aground at Draga; water in forehold.—Lloyd's agent at Venice telegraphs, October 24th: *Rhodora*, British steamer, of Cardiff, ashore at Alberoni, but will probably be got off after discharging part of cargo.—Lloyd's agent at New York cables, October 24th: *Eldorado*, New Orleans for New York, collided with a car float; steamer undamaged; the car float lost several cars overboard.—*Blanche* (s), for Dunkirk, has returned to Gravesend with machinery out of order.—Telegram from Antwerp states: *Eugalia*, Belgian steamer, went ashore at Suikerplaat, Terneuze, but got off on the following tide with assistance.—*Douglas* (s), has arrived at Sunderland without water, and plates on both sides damaged through collision on 17th inst.

## CORRESPONDENCE.

## LIFE SAVING APPLIANCES, &amp;c.

To the Editor of SEAFARING.

SIR,—In your issue of the 20th inst. was a statement by Captain Custard that he had tried all means to bring about a satisfactory arrangement in reference to the above. If coming to a determination that London and Liverpool should be represented on the committee, irrespective of the claims of other societies, instead of each candidate from the seven seamen's societies meeting together and selecting three seamen (not captains) as directed by the Board of Trade,—then I agree that he has done all in his power to arrange matters satisfactorily (to himself), but I should like to know by what authority London and Liverpool dictate to other societies? especially when it is doubtful if they are *bona fide* seamen's societies or not. The true version of the affair is that the Vigilance Society or the Mission to Seamen, whichever they prefer to call it, suggested that the seven candidates should meet at some named place; and there elect the three, and offered their institute if we decided to come to London. I in return suggested that, as there were three local societies who would incur no expense, that they should pay half expenses of those who came from a distance. They refused, and the Sunderland association asked them to meet in Hull as being central, and appointed a time, and came to Hull only to hear that London and Liverpool had agreed among themselves and the others could fight it out the best way they could. And as I have been asked whether we could all legally send a representative, I answer that in our association all the members are seamen within the meaning of the Act. And there are no captains, who are not seamen within, &c., and therefore not eligible as candidates to sit on the committee. Hoping that in justice to the other societies you will insert this in your valuable paper, I am, yours respectfully,

J. B. BUTCHER, Secretary,  
Hull Seamen's and Marine Firemen's Amalgamated Association.  
Office, 1, Railway-street, Hull.  
October 22nd, 1888.

A HORRIBLE MURDER is reported from South Wales. John Harper, aged 5, son of a tin-plate worker, having on Saturday been missed from his home, search was made, and at midnight his body was discovered in a wood disembowelled, and with the throat cut from ear to ear. He had previously complained of a butcher's assistant, named Thomas Lott, aged 18, and on the latter being arrested he confessed to the murder.

## IN THE DOG WATCH.

BY ALL HANDS.

Among the numerous compliments of which we have been the blushing recipients since SEAFARING was launched, a gentleman signing himself "A Steamboat Passenger" has informed us that he found SEAFARING "an excellent cure for seasickness."

If that be the case—and we are very glad to be of any use to suffering humanity—it appears that we are not without a rival, for the very wide-awake "Look-out Man" of a shipping journal tells his readers that Dr. W. H. Gardner, an American physician, says:—

"I can confidently assert that oxalate of cerium, administered in ten, fifteen, and twenty grain doses every two or three hours, in a tablespoonful of water, will cure more cases than champagne, bromide of potassium, chloral, or anything else I ever tried. It will cure, or materially relieve 75 per cent. of all cases that come up for treatment. I have also used the oxalate in hundreds of cases of sick-headache, and almost always with marked success, but it must be used in at least ten-grain doses for adults, to do any good. I believe it acts as a sedative to the pneumogastric and sympathetic system of nerves."

Lord Lytton, the novelist, is said to have always stood in great dread of being buried alive, and one of Edgar Allan Poe's most thrilling stories deals with the revival of a corpse. But nothing, after all, is more disagreeably painful than a horror of actual occurrence. According to a New Zealand paper, the body of Captain Bailey, of the schooner *Colonist*, wrecked on August 30th, was brought on September 3rd to Waitara. The coffin lid being lifted, the captain's eyes were seen to open and shut several times. All attempts to restore animation proved useless. As the captain appears to have been buried after that, it is to be hoped that he really was dead. There have been so many proved cases of suspended animation that we suspect people occasionally are buried alive.

A great port like Liverpool can do no less than be polite to the Royal Navy, therefore most commendable is the movement that is on foot to entertain the sailors of the Channel Fleet at a dinner, which will probably be given at St. George's Hall next Wednesday, on the occasion of the visit of the squadron. A committee has been organised, and the inevitable, but not necessarily unwelcome circular, is to be issued, asking for subscriptions. The popular Mayor of Liverpool is to be chairman, and that alone should ensure success.

A correspondent writes to us complaining, very justly, we think, of the way in which our merchant marine was represented at the recent Church Congress at Manchester. With the exception of one merchant captain from Sunderland, not a single merchant seaman was present to speak for the sailors, and though Liverpool is within moderate distance no shipowner or shipping official would seem to have put in an appearance. The Sunderland gentleman spoke capitally for five minutes, but it says little for the moral attitude of shipowners, &c., towards the seamen that not one was found to discuss their needs at a great representative religious meeting.

Shipowners have, no doubt, reason to complain of seamen just as seamen have reason to complain of owners. That is exactly why shipowners should show an interest in all that tends to make a better man of the seaman, and there is no doubt that religion does tend to do that.

The girls ashore are generally supposed by the seamen to sing to themselves the following lines, which might certainly be improved, both in sentiment and construction:—

"Round the rock and into dock,  
Welcome home, my lover;  
Out of dock and round the rock,  
Go to sea, you lubber."

We cannot say that we have ever heard any of the fair sex express such cynical sentiments, but we have seen both sexes act upon them, and there can be no doubt that there is a cruel contrast between the treatment meted out to the outward bound and the homeward bound seaman by most people. It is, therefore, quite refreshing to note that there are some good souls who care for the outward bound shellback, even when his cash is all spent, and if Liverpoolians did not go to the Church Congress, Liverpool people are yet to be congratulated on the kindly interest they take in their seafaring community.

A free concert has just been given in Liverpool to seafaring folk, whereat singing and recitations were both interesting and excellent. But the Seamen's Friend Society, in connection with which the entertainment was held, deserves support on other grounds as well. It is doing a good work in supplying outward bound seamen with magazines and books, besides advocating temperance ashore. Donations are received at 37, Park-lane, Liverpool, and should certainly be sent.

We shall realise the truth of the saying about "oil on the troubled waters" yet. The Germans have just patented a rocket, to which is attached a cylinder full of oil, which can be shot so as to explode at the right moment and scatter the oil just where it is wanted. The North German Lloyd are reported to have purchased the invention, which may be of some use to deep-sea sailors in producing a calm for a fair distance round any given ship.

The seafarers of Homer's time had masts which could be taken down during a storm, and penny steamboats on the Thames have funnels which can be let down under bridges, but a big modern vessel whose mast works on hinges is quite an innovation. Such a vessel is at present in one of the Liverpool graving docks. Her masts are being arranged so as to be capable of being lowered under the bridges of the Manchester Ship Canal.

It is not often that a swordfish is seen in England alive, but one has just been captured in Long Reach, Milton Creek, Sittingbourne, by a bargeman. The fish measured 5ft. 2in. from end of tail to tip of sword.

And so the Panama Canal is to be a reality after all? Let us hope so. At a meeting held at Lyons on the 21st inst. M. de Lesseps fixed July, 1890, as the time for

opening the Panama Canal. The original date fixed was July, 1891.

An old gentleman from Arran recently landed at Maryport. As he pathetically expresses it, he "wishes to see London before he dies." But he evidently looks forward to a long life enough since he lands once a week to keep the Sabbath as he journeys along to Babylon. His method of locomotion is by boat, or rather boats, for he keeps a spare one in tow, like the canny body he is.

Whether he will ever reach London is as doubtful as whether he will ever return if he should reach it. We have all heard that when the Scot gets to London he does not care to go back again. But there are some Scots who would be glad to go back, and there are people who would like to see them go.

The notable characteristic of the canny navigator is, however, his observance of the Sabbath. If all navigators could land once a week to keep Sunday they would think themselves lucky.

The exhibition of relics of the Spanish Armada at Drury Lane Theatre, London, which was opened last Wednesday, in the presence of at least two descendants of Elizabethan heroes—Dr. Drake and Major Frobisher—is most interesting. Some five hundred relics are included in the collection, which also comprises portraits of Queen Elizabeth, Raleigh, and Drake, Frobisher, Howard, and Hawkins, besides a fine collection of armour and weapons, both English and Spanish, curious coins and medals, manuscripts and articles said to have been taken from the torture-chamber of the Inquisition, which latter seem to be regarded as great curiosities, and came in for a good deal of curious inspection.

## AT A GRAVE.

*For never yet, with ritual pomp and splendour,  
In the long heretofore,  
A heart more loyal, warm and true and tender  
Has England's turf closed o'er.*

Though she be gone she could not die,  
Had I the gift, had I the choice,  
To breathe her soul in melody  
And for her heart to find a voice,

O, then my song would merit praise,  
For love to music would be set,  
And men would feel in thrilling lays  
Her own true heart was beating yet.

No tongue have I for such a song,  
Since bitter is the cankered heart,  
Which, grieved too deep for tears by wrong,

Can but return the world its smart.

Prometheus stole his fire from Heaven,  
And suffered, as the sages tell;  
To me perchance it has been given  
To gain some light from earth and hell.

Howe'er that be, through pain and fire  
My bitter lot has been to go,  
And so to learn that scorn and ire,  
With which you say I overflow.

But if by scourging wrong I should  
By blood-writ lay the pulses stir,  
And move my kind to higher good,  
Then render all the praise to her.



## PASSED EXAMINATIONS.

Return of Masters, Mates and Engineers reported to have passed examinations, under the provisions of the Merchant Shipping Acts of 1854 and 1862 and to whom certificates have been issued during the week ending October 20th, 1888.

NOTE—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. S.S. denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Blow, Frank	Ex. C	London
Waterman, Wm. Fred.	Ex. C	London
Hudson, Joseph H.	2 M	London
Smit, Egbert	Master ss.	London
McDougall, Edgecombe	O C	London
Saunders, Walter J. T.	O C	London
Prosser, Evan M.	O C	London
Mattock, Clement J.	O C	London
Sell, William Charles	1 M	London
Cutbill, David Thos.	O C	Liverpool
Kidwell, Thomas	O C	Liverpool
Sealby, Inman	O C	Liverpool
Albright, George	O C	Liverpool
John, Elias	O C	Liverpool
Jones, John Parry	2 M	Liverpool
Gilbey, Arthur	2 M	Liverpool
Smaridge, Hy. S.	2 M	Liverpool
Nicholson, Hy.	2 M	Liverpool
Davis, Fredk. Jno.	2 M	Liverpool
Downie, Harold	1 M	Liverpool
Layland, Hy.	1 M	Liverpool
Crone, Jno. G.	1 M	Liverpool
Hunt, Richard P.	2 M	Plymouth
Thuell, John	1 M	Plymouth
Hollow, Richard W.	1 M	Plymouth
Cundy, William T.	1 M	Plymouth
Kitt, Frederick	O C	Plymouth
Darey, Stephen	Ex. C	Plymouth
Adair, John	Ex. C	Leith
Robertson, George W.	O M	Newport
Myers, John	O C	S. Shields
Leganger, Andrew E.	1 M	S. Shields
Ashby, John	O C	S. Shields
Morris, William	2 M	Dundee
Hall, Alexander	O C	Dundee

## HOME TRADE.

Knight Joseph Master Dublin

## ENGINEERS.

NOTE.—Ex 1 denotes Extra First Class; 1, First Class; 2, Second Class.

Smith, Jno. Wm.	1	London
Liles, Geo.	1	London
Sydney, Chas. A.	1	London
Liston, Andrew G.	1	London
Forbes, Chas. Wm.	2	Liverpool
Foggs, Geo. Taylor	2	Liverpool
Adams, Jno. North	2	Liverpool
Jenkinson, Thos.	1	Liverpool
Kermode, John J.	1	Liverpool
Edmonson, Albert	1	Liverpool
Emmerson, Robert H.	2	W. Hrtlepl
Parkinson, Fredk. C.	2	W. Hrtlepl
Fleetham, Robert	2	W. Hrtlepl
Davison, George	1	W. Hrtlepl
Sharp, William	1	W. Hrtlepl
Gill, Peter	1	W. Hrtlepl
Bond, John Wm.	2	N. Shields
Gray, Adam	2	N. Shields
Sharp, Albert Edwd.	2	N. Shields
Cowie, William	1	N. Shields
Trowell, Wm. Jno.	1	N. Shields
Noble, Jno.	2	Glasgow
Cullen, James	2	Glasgow
Anderson, James W.	2	Glasgow
Kirkpatrick, W. W. G.	1	Glasgow
Neill, Thos.	1	Glasgow
Landale, David	1	Glasgow
Smith, Daniel B.	1	Glasgow
Prothero, Lewis S.	2	Cardiff
Jones, W.	1	Cardiff
Marriott, Robert Lee	1	Cardiff
Powell, Evan	1	Cardiff
Martin, Daniel	1	Cardiff
Lewis, Andrew	1	Cardiff
Thomas, George	1	Cardiff
Hall, David Thomas	2	Shampton
Young, Robert	1	Hull
Midgley, Francis S.	1	Hull
Wilson, John G.	2	Aberdeen
Paterson, William A.	2	Aberdeen
McDonald, James C.	2	Aberdeen
Kennedy, William	2	Aberdeen
Volum, Alexander P.	2	Aberdeen

## SEAFARING WAGES.

LONDON :—The rates here are :—  
MEDITERRANEAN AND CONTINENT :—  
A.B. .. .. £3 10s. per month.  
Firemen .. .. £3 15s. per month.  
A.B. .. .. £1 5s. to £1 8s. per week.  
Firemen .. .. £1 5s. to £1 8s. per week.  
NEW YORK :—  
A.B. .. .. £3 0s. per month.  
Firemen .. .. £3 15s. per month.  
Trimmmers .. .. £3 5s. per month.  
CAPE OF GOOD HOPE AND NATAL :—  
A.B. .. .. £3 10s. per month.  
Firemen .. .. £4 0s. per month.  
AUSTRALIA :—  
A.B. .. .. £3 10s. per month.  
Firemen .. .. £3 15s. per month.  
CHINA AND INDIA :—  
A.B. .. .. £3 10s. per month.  
Firemen .. .. £3 15s. and £4 per month.  
SAILING SHIPS (to all parts of the World) :—  
A.B. .. .. £2 10s. per month.  
O.S. .. .. £1 10s. to £2 per month.

LIVERPOOL :—The following are the rates ruling here for the places named :—

	Steamers.	Sailing Ships
Calcutta, East		
Indies	3 0 0 Sailors	2 15 0
Australia, South	3 10 0 Firemen	
Africa		
China, Brazil		
West Indies	2 15 0 Seamen	
United States and		
Canada	3 10 0 Seamen	For Cargo Boats
"	4 0 0 Firemen	
"	4 0 0 Seamen	Mail Boats
"	4 10 0 Firemen	
Mediterranean	3 0 0 Seamen	
Baltic	3 15 0 Firemen	
"	3 5 0 Seamen	
San Francisco,		
Valparaiso, S.		
America, Oregon		2 15 0
St. John, N.B.		2 15 0
West Africa	2 10 0 Seamen	
"	3 0 0 Trimmers	
"	3 10 0 Firemen	
Galveston		
Norfolk Va	3 5 0 Seamen	
Savannah	3 15 0 Firemen	
New Orleans		
Valparaiso	3 0 0 Seamen	Pacific Co.'s
"	4 0 0 Firemen	Mail Steamers.
Cape de Verdes	3 0 0 Seamen	
"	3 15 0 Firemen	

GLASGOW :—Wages :—  
A.B.'s southward, sailing, £2 10s.; steam, £3.  
A.B.'s westward, sailing, £2 15s.; steam, £3 10s.;  
Firemen, southward, £3 10s.; Firemen, westward, £3 10s.

LEITH :—The wages here are :—  
Steamers, home and foreign, Seamen, £3 10s.; Firemen, £3 15s.; Sailing ships, Seamen, £2 10s. to £2 15s. for southward.

BELFAST :—The wages here are :—  
Sailing ships to Quebec, £3 5s. per month, with one month's advance. To Rio de Janeiro via Cardiff, £2 10s., with half month's advance. To Demerara, via Ayr, £3, with a month's advance. Steam, seamen £3 10s.; firemen, £4, with a month's advance; steam (weekly boats), seamen, £1 4s. to £1 8s.; firemen, £1 8s. to £1 12s.

PLYMOUTH :—The wages of seamen here are :—  
To Quebec, £3 per month. On the coast, £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

NEWCASTLE-ON-TYNE :—Wages :—  
Steamers, £4 Seamen. Steamers, £4 5s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Seamen; weekly wages, £1 8s. Seamen (finding own food).

HULL :—Wages here :—  
Steamers, £3 to £3 5s. Seamen.—Sailing Ships, £2 10s. Seamen.

DUBLIN :—The rate of wages in this port is as follows :—  
Deep sea voyages, £2 10s. per month with usual allotment.

Channel steamers from 25s. to 27s. per week.

Runners to Cardiff or Newport: sailing, £2 10s.; towing, £2.

Liverpool either towing or sailing. London, £5 sailing, £4 towing.

BRISTOL :—The rates here are :—

	Per Month
Sailing ships for Able Seamen	£ s. d.
Sailing ships for Ordinary Seamen	2 15 0
Steam ships for Able Seamen	2 0 0
Steam ships for Firemen	3 10 0
SUNDERLAND. Wages here :—Steamers, seamen, £4; firemen, £4 2s. 6d. and £4 5s.	4 0 0

Sailing Ships, to the Southward sailors .. 3 0 0  
" " Mediterranean sailors .. 3 10 0  
" " Quebec and Baltic sailors 3 15 0

GRIMSBY :—Wages of A.B. Seamen :—

Sailing vessels, long voyages .. 3 0 0

Sailing vessels, north of Europe .. 3 10 0

Steam ships, A.B. Seamen, European Ports .. 3 15 0

Firemen .. 4 0 0

Weekly wages—Seamen and Firemen, £1 8s. Crew find their own food.

THE number of vessels which entered the port of London during the week ending October 17th, was 196, the tonnage being 139,000 tons. Number of steamers entered, 152.

Vessels cleared out with cargoes, 116; tonnage, 76,000 tons. Steamers cleared out with cargoes, 93. British vessels cleared out with cargoes numbered 84; tonnage, 58,600 tons.

Number of British steamers cleared out with cargoes, 64. Vessels cleared out in ballast numbered 27; tonnage, 16,000 tons. Steamers cleared out in ballast for the Continent, and 129 British vessels entered inwards.

## SAILORS' HOMES

ARE ESTABLISHED AT

AMSTERDAM.  
BELFAST.  
BOMBAY.  
BOSTON.  
BRISTOL.  
CALCUTTA.  
CALLAO.  
CARDIFF.  
CORK.  
DEVONPORT.  
DOVER.  
DUBLIN.  
DUNDEE.  
FALMOUTH.  
GLASGOW.  
LOUCESTER.  
GRAVESEND.  
GREAT YARMOUTH.  
GREENOCK.  
HALIFAX, NOVA SCOTIA.  
HAMBURG.  
HAVRE.  
HOLYHEAD.  
HONG-KONG.  
HONOLULU.  
HULL.  
LEITH.  
LIVERPOOL.  
LONDON (Well-street and Dock-st.)  
LOWESTOFT.  
MADRAS.  
MARSEILLES.  
MELBOURNE.  
MILFORD.  
NEW YORK.  
NORTH SHIELDS.  
PLYMOUTH.  
PORTSMOUTH.  
QUEENSTOWN.  
RAMSGATE.  
ROTTERDAM.  
ST. JOHN'S, NEW BRUNSWICK.  
ST. JOHN'S, NEWFOUNDLAND.  
SAN FRANCISCO.  
SHANGHAI.  
SOUTHAMPTON.  
STORNOWAY.  
SUNDERLAND.  
SWANSEA.  
SYDNEY.  
VICTORIA, VANCOUVER'S I.

## SOME SEAFARERS.

## XVII.

## ADMIRAL BLAKE.

Obscurely, in 1661, the bodies of Oliver Cromwell's mother and daughter, and of Admiral Blake, were buried in the graveyard of St. Margaret's, Westminster. They had been exhumed from their honourable resting-places in the Abbey, and at the instigation of a besotted Parliament and with the consent of the most profligate king that ever sat on the throne, had been cast forth on the stones outside the mighty church by the Thames. To this day the bodies lie forgotten and unhonoured by scutcheon and epitaph, and we are as yet ignorant whether Canon Farrar and Lord Tennyson will be able to successfully use even their well-known names in the cause of the sea-dog of the usurper's reign.

But whether Blake attain to the honour and glory of sculptural marble or no matters little. More than 100 years ago that sturdiest of Tories and Englishmen, Dr. Johnson, wrote, "that regard which was denied his body has been paid to his better remains, his name and his memory. Nor has any writer dared to deny him the praise of intrepidity, honesty, contempt of wealth, and love of his country." And as time goes on, and people begin to study history with less of passion and prejudice than of yore, the truth forces itself increasingly upon them that without Blake—Blake, the servant of the regicides, the friend of the usurper—the great royal navy of England, and all the power and empire which that navy implies, would not by any means be what they are. For Blake, more than any other, was the maker of the English navy.

Joining it at a time when no line of distinction was drawn between military and naval commands—at a time when the English services were still subject to the arrangements of the feudal times, the "General of the Sea" left it a distinct body with a distinct empire to defend. It was in 1649, within a month of the execution of Charles I., of which he did not approve, that Robert Blake, the son of the Bridgwater merchant, the member of the Short Parliament of which poor Charles could make nothing, the brave Parliamentary soldier who had held Bristol and Taunton against Rupert and his fiery Royalists—that Robert Blake was appointed with Colonels Dean and Popham to the command of the fleets of the Commonwealth.

In April he began his career at sea by blockading Prince Rupert in Kinsale Harbour. After six months the Prince got clear, and escaped with his ships to the Tagus. Blake followed, and continued the blockade in the Portuguese river. Forbidden by the King of Portugal to further molest the Stuart ships he attacked the Brazil fleet, and brought home to England as many as 17 prizes. In January, 1651, he pounced down upon the Royalist fleet in Malaga Harbour, and destroyed it all but two ships. The Portuguese protesting against what he had done, Parliament formally inquired into the matter, and the result of their investigations was approval. He became Warden of the Cinque Ports. In the following May he rescued the Scilly Islands from the Royalists, and for this crowning act of

Puritanic patriotism was made a member of the Council of State.

The grand national part of his career now begins. He ceases to be a mere partisan of Parliament; he becomes an Englishman, fighting for England's position on the seas at a time when long misgovernment has brought it low indeed. In 1652 a war broke out with our great commercial rivals the Dutch. It was a bright day in May when their fleet of 45 ships, under the redoubtable Van Tromp, appeared in the Downs. Blake, with but 20 ships, sailed forth to meet them. For four or five hours the battle raged: at fall of night the Hollanders drew off with the loss of two ships. Early in July, after fruitless negotiations, war was formally declared by the States, and Blake forthwith captured a great part of the Dutch herring fleet, with the dozen war-ships forming their convoy. On September 28th there was another great fight in the Downs, and in it Blake and Penn put De Ruyter and De Witt to flight, subsequently chasing them for two days. The Dutch took refuge in Goree. But in a third fierce encounter Blake was himself beaten and driven for shelter into the Thames. Winter was coming on, Blake had but 45 vessels remaining, half of which were under-manned and useless, and yet Van Tromp with his 80 ships and 10 fire-ships was pleased to think he had won a great victory. He tied a broom to his mast-head, and vowed he would sweep the English from the seas. But his boasting was to meet its due. The English, after refitting, put to sea again in February, 1653, and on the 18th Blake, with 80 ships, fell in with Van Tromp in the Channel. Some say the Dutch force was considerably greater, some smaller. Anyway, the fight was fierce and long, for the enemy were as brave and patriotic as ourselves. After three days the Dutch retreated to the shallow waters off the coast of France. Blake had been severely wounded in the action. In May, however, we find him at sea again in company with the other English admirals. And early in June there was a two days' battle off the North Foreland. On June 3rd Dean and Monk were repulsed by Van Tromp, but, the day after, Blake's arrival caused the Dutch to turn tail, in the direction of the Texel.

Owing to ill-health, Blake now retired from active service for 18 months, during which time he took part in the ultra-Republican deliberations of "Praise-God Barebones's" Parliament. In this he was somewhat inconsistent, for not long before, when Cromwell had elbowed the Long Parliament out of his path, the former had said, in his honest manly way, "It is not the business of a seaman to mind State affairs, but to hinder foreigners from fooling us." A noble saying that, and one which in the main he acted up to.

In November, 1654, Oliver, who knew when he had got a true-hearted servant, if ever man did, selected Blake to lead a fleet to the Mediterranean, and there bring to book the Duke of Tuscany, the Knights of Malta, and the Algerine pirates for their ill-treatment of our traders. Like so many others of the Commonwealth diplomats, Blake was completely successful in this mission. England, in fact, was becoming the terror of nations under the iron rule of the

Huntingdonshire farmer. Tunis alone was for a time recalcitrant, and Tunis was shelled.

In the winter of 1655-6 war was declared against the Spaniard, and Blake cruised off Cadiz to intercept the Spanish shipping. A part of the Plate fleet was captured in September, but it was not till the April of 1657 that Blake, then suffering grievously from dropsy and scurvy, and very willing for someone to be associated with him in his command, had an opportunity of intercepting the whole of it. The Spaniards, he had heard, lay at anchor in the bay of Santa Cruz, in the Island of Teneriffe, and he found them there to the number of 16, drawn up in the shape of a crescent, under the shadow of a castle and several forts. To send Captain Stayner in upon the enemy, and then to follow himself was but the work of a few moments. Broadside upon broadside was poured by the Cromwellian ships into the forts and fleet of the Spaniards, but the wind setting dead in shore it became doubtful whether Blake could draw off in time to avoid being eventually overwhelmed by numbers. Suddenly, however, the wind shifted, and carried the old hero out to sea. "The whole action," writes Clarendon, who was no friend to the party of Cromwell, "was so incredible that all men who knew the place wondered that any sober man, with what courage soever endowed, would ever have undertaken it; and they could hardly persuade themselves to believe what they had done; while the Spaniards comforted themselves with the belief that they were devils and not men who had destroyed them in such a manner." The English lost only one ship, and 200 men were killed and wounded. Parliament subsequently thanked all concerned, and presented Blake with a costly diamond ring, "as a testimony," says Oliver, "of our own and the Parliament's good acceptance of your carriage in this action." "This," however, "was the last action of the brave Blake," for though he continued cruising for Spanish treasure-ships, his health grew ever worse, till he was forced homewards—to die when only in sight of English land. The body was landed at Plymouth, and, after being embalmed, lay in state at Greenwich House, whence it was carried with magnificence, such as the Puritans rarely boasted, to its temporary repose in Westminster Abbey.

Blake, says Clarendon, "was the first man that declined the old track, and made it apparent that the science might be attained in less time than was imagined."

"He was the first man that brought ships to condemn castles on the shore," continues the historian, growing specific, "which have ever been thought very formidable, but were discovered by him to make a noise only, and to fright those who could be rarely hurt by them."

In fact, Robert Blake was a mighty innovator; a father of our navy; and as such he must ever rank with the bright particular stars, the Drakes and the Nelsons, whom as seafaring men we mention reverentially, knowing well that it is they who have made England what she is.

WHILST Joseph Ralph, a seaman, belonging to Liverpool, was going on board the *Hugh Robert* tying at berth 45 of Glasgow Harbour, he stumbled and fell into the water and was drowned.



## HUMANITY AND BRAVERY REWARDED.

The Board of Trade have received two silver medals and their diplomas, which have been awarded by the French Government to Mr. William Garson, second mate, and John Neill, seaman, of the British steamship *Richmond*, in recognition of their services to the passengers and crew of the French vessel *Ville de Victoria*, which foundered in Lisbon Harbour on December 24th, 1886.—The Mayor of Hull, at the Town Hall, has presented, on behalf of the German Imperial Government, awards which have been granted to the captain, mate, and a seaman of the Hull steamship *Cato*, for rescuing lives at sea. The award to Captain Andrew White was a gold hunter watch, bearing the Imperial Crown and monogram of the Emperor Frederick; to William Bettinson, the first mate, a binocular glass in case; and to G. Gustavsen, able seaman, a £5 note. The case of the binocular glass bore the inscription in German:—"We, Frederick, in God's name German Emperor, King of Prussia, grant to the first mate of the British steamer *Cato*, William Bettinson, for saving the crew of the German ship *Alfred*, in recognition of his services." The rescue took place on April 2nd, 1887, when the steamship *Cato* hailed the *Alfred*, which was completely dismantled by a whirlwind, in the neighbourhood of the Horn Reef Lightship. Captain White observed signals of distress from the German vessel, which had sprung a leak, and was in process of sinking, and at once lowered a boat and put off. The boat was manned by the chief mate and three seamen, and returned with the crew of the *Alfred*, who were safely landed at Hull the next day. The presentations were made in a few suitable words by the Mayor, and acknowledged by the recipients.—The Royal Humane Society have conferred the following rewards:—The silver medal on Mr. Andrew Purdie, of Leith-walk, Edinburgh, for saving Mrs. Ritchie, who attempted suicide by leaping from the quay at Leith, on the night of August 18th. Mr. Purdie plunged from a height of 14ft. into the water, caught the woman, and supported her for a quarter of an hour, by which time they were picked up by a boat. The silver medal on James F. Cooling for saving Joseph Burbridge in the Thames, near the Temple pier, on the night of September 29th. This case was recommended by Sir Charles Warren, Chief Commissioner of Police. Burbridge appeared to have attempted suicide. Cooling heard the cry for help, plunged into 16ft. of water, and catching hold of the man, supported him until both were picked up by the master of a passing steam tug, and landed at the Thames Police-station. The silver medal on Hugh N. G. Stuckey, aged 14, naval cadet of her Majesty's ship *Britannia*, for saving naval cadet Blackwood, who fell from the cliff, near Dartmouth, a depth of over 100ft., while searching for seabirds' eggs. In the fall the boy was much injured, one of his arms being broken and his head cut. The only way of speedily saving him before the tide rose was by descending by means of a rope. Stuckey at once sent for ropes and volunteered to go down. His companions then lowered him from the top of the cliff. On arriving at the bottom he found the boy lying helpless and bleeding, but speedily he carried him to the rope, made it fast round both of them, and they were then safely hoisted up. Bronze medals have also been awarded to John G. King, for descending a well, 44ft. deep, at Herston, near Swanage, and at great risk saving a child named Jesse Styles, who accidentally fell in, on September 15th; to F. A. Cooper, for saving H. Beal, in the River Soar, Leicester, in 10ft. of water, on July 24th (this is the fourth rescue effected by Cooper); to Captain Lewis Thomas, partner in a shipbuilding firm at Amlwch, for plunging into the harbour there and saving W. Williams, September 21st; to William T. Tapper, fisherman, for saving two children who fell into 15ft. of water, at Sutton Harbour, September 1st; to Mrs. Susannah Wainwright, for plunging into Swansea Canal, in 7ft. of water, and at 15 yards from the bank saving a child named Griffiths, August 29th; to Corporal C. A. Flint, Royal Engineers, for saving a boy named Ross, at Broughty Ferry Pier, in 30ft. of water and 50 yards from the shore, on September 19th; to Reuben Palmer, fisherman, for saving a boy, name unknown, in Lowestoft Harbour, August 20th; to James Elliott, ex-detective-sergeant of police, for saving a child named Lester, in the canal at Middleton, Essex,

September 1st (this is the fifth life saved by Elliott during the last two years); to J. H. Murphy, aged 17, for saving B. Morley during a race on September 23rd on the Thames at Chiswick, in which one of the boats was capsized in mid-stream; to Edward Blezard, for saving John Rawlinson, in the dock at Barrow-in-Furness, August 18th; and to Frederick Taylor, for saving Elizabeth Lewis, in the River Avon, at Stratford-on-Avon, on October 5th. Testimonials recording the services rendered and the acknowledgments of the society have also been conferred upon Edmund B. Denny, Robert Rogers, J. J. Harvey, J. Harvey, Sapper J. Hearn (Plymouth Division Submarine Miners), T. Rainbow, W. Ford, J. Jackson (aged 11), Richard Offen, J. Reid, James T. Wightman, K. Sharp, and Walter Knight.

**THE END OF A FREE PORT.**—We have already referred to Hamburg ceasing to be a free port. The *Standard* correspondent took a look round the crowded harbour to see how the last of the free towas look under the new order of things, and was struck more than ever with the brisk business aspect of the Elbe port. Yet, amidst all the modern "liners" perfect with electric lights, and *Eolus* spray, and deck engines of every kind, there remains a certain old-world flavour about the harbour. Everywhere are to be seen quaintly-formed and painted craft—craft, indeed, that might have tacked to and fro on the Elbe long before the days even of Davoust and his brutal followers. In the distance, above the decks of Swede and Norwegian can be seen the peaked roofs of the old merchants' houses, that were the glory of the Hanseatic League. But all that speaks of the old days of Hamburg will, perhaps, in another generation be lost.

**TERRIBLE ADVENTURE OF A DIVER.**—One of the most thrilling diving adventures which has occurred is related in news just received from Melbourne. The diver was a man named Charles Byers, who went down to repair a leak in the coffer dam of the bridge at Melbourne. When about six feet from the coffer dam the leak burst, and the water and silt rushed with tremendous force to fill the vacuum. The suction also carried Byers with great force to the coffer dam, and one leg was drawn through the aperture, the other being forced against the poor fellow's chest. His right arm was hurt but free, and with this he signalled to be pulled up, but when an attempt was made to do this the rope broke. Two other divers then went down. One got near the spot, but found that Byers had about eight feet of silt sand over him. The diver took Byers' hand so as to show him that help was near, and the latter motioned with it towards the shut. The new diver understood the intention, and Byers got clear of the silt, having been down three quarters of an hour. He says he went through a fearful time of suspense, but never gave up hope.

**TEN SAILORS INJURED.**—From information which has just come to hand, it appears that the Liverpool ship *Fiji* has had a narrow escape on her voyage to Melbourne from Middlesbrough, during which the mate and nine of the seamen were injured. The despatch reports the arrival of the ship at Melbourne. The vessel encountered some heavy weather about the middle of August. When in 44 38 S, 73 17 E, a tremendous storm was met with, fearful seas running at the time. About 2.30 in the morning a gigantic sea dashed over the barque. The wheel was broken by the water, and the two men who were steering were washed away. They were fortunately able to prevent themselves being carried overboard. The same wave caught the mate and hurled him into the rigging; he, too, was able to hold on, though badly hurt. The vessel when struck broached to on the port tack. The skylight was smashed in, and the cabin filled with water. All of the stores got damaged by the sea water. The main deck was filled with water, and the port boat on the skids was stove in. In fact, everything movable was washed off the deck. Nearly all the sails set at the time were blown away. Besides the two men at the wheel and the mate, seven others of the crew who were on the main deck at the time were struck by the sea and injured. The barque had to lie to until the next morning, when the wind and sea abated. The *Fiji* is a fine iron barque of 1,357 tons register. It was understood that the men had all about recovered by the time the vessel reached Melbourne.

## LIFE SAVING APPLIANCES ACT.

A meeting of the joint committees of the Amalgamated British Seamen's Protection Society and the Seamen's Vigilance Association was held last Wednesday evening at the Sailors' Institute, Shadwell, London. The secretaries, Messrs. Custard and Lind, read several letters received since the last meeting in reference to the selection of three seamen's representatives to the Consultative Committee on Life-saving Appliances, &c., notably a circular letter from the Board of Trade, informing the committees that in addition to the candidate selected by the London societies conjointly, and the candidate selected by the Liverpool society, three other candidates had been recommended by the two societies in Sunderland and one in Hull. Thus there were five persons selected by six societies instead of three as required by the Act, and the work of the committee was delayed in consequence. The circular urged the various societies to come to some understanding with the view of selecting three representatives among the whole. In discussing this letter, regret was expressed that the work of the committee was delayed for one moment owing to the want of an understanding among the various seamen's societies. The two London societies had set an example by acting conjointly and by selecting one person as a candidate. This person had also been approved of by the Liverpool society, and it had been suggested for the various societies to send delegates to one central place, there and then, to select three suitable men as A. B. representatives. This proposal had not been agreed to by others until too late for the last date fixed for the returns to be sent to the Board of Trade. Therefore the societies in the North had each sent in the name of their own choice, giving a total of five instead of three selections.

Mr. Friend, of the North of England Sailors' Society, now wrote suggesting Hull as a place of meeting, and so as to prevent any further unnecessary delay the joint committees agreed to meet at Hull, under certain conditions favourable to a fair and final selection. The secretaries were instructed to write to the various societies, making the necessary arrangements with them to meet at Hull on Friday, 26th inst., where the selection would take place, providing all the societies agree upon the conditions.

A CORRESPONDENT, writing to the *Lancet*, says:—Some of the steamship companies in London and elsewhere are obtaining surgeons on their ships without salary. This they do in some cases by representing to the surgeon that it is customary, and that many are anxious to go for nothing. The system will deprive regular ship surgeons of their living, as well as degrade the profession in the eyes of the public. The owners are bound by law to carry a surgeon, and can better afford to pay a fair salary than the surgeon to work for nothing.

**MISSIONS TO SEAMEN.**—Mr. and Mrs. Cobb had a county gathering at Caldicot Castle, Monmouthshire, on October 23rd, to forward the work of the Missions to Seamen, which originated in the Bristol Channel 53 years ago, and now employs 41 mission vessels and boats to minister to ships of all nations around our coasts. One thousand pounds was asked towards the Mission to Seamen's Church and Institute at Newport, and £200 towards the mission's vessel for Plymouth Sound, and a boat for Poole Harbour. Captain Venner presided, and addresses were delivered by Commander Dawson, secretary to the mission, and by the Rev. G. F. Wilson, of Cheltenham. A meeting has been held at the Church Room, Chislehurst, on behalf of the Seamen's Christian Friend Society's Cornish Mission. The Rev. W. Fleming, L.L.B. (vicar), presided. A brief report was read from the honorary secretary (Mrs. A. P. Townend) by the Rev. G. J. Hill. It stated that a large work had been accomplished during the past year at seven ports on the Cornish coast. About £500 was still needed to complete the Sailors' Home and Rest at Fowey. It had been found necessary to provide the missionary with a larger sailing boat, and a sum of about £50 was needed in order to alter its rig and fit it up. It was also reported that the Chislehurst branch had raised about £150 during the past year in aid of the Fowey Home. A liberal collection was afterwards taken.

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## Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, OCTOBER 27th, 1888.

THE Lower House of the Convocation of Canterbury reported on July 3rd, 1877:—

"For the seagoing men our Church, as a Church, has done nothing, although there is the greatest need for action on her part, and a cry is rising from the sea, urgently invoking her aid."

This is a serious charge to make against the Church of England, and many of our readers will endorse the statement made at the recent Church Congress by Commander Dawson that

"The National Church of the greatest maritime empire in the world, raised up for the conversion of mankind, ought to have special duties towards what an old Act of Parliament calls 'the sea-forces, whereon, under the good providence of God, the wealth, safety, and strength of this kingdom chiefly depend.'"

Taking as an example the diocese of London, which contains the largest seaport of the world, Commander Dawson remarks:—

"Upwards of 200,000 sailors annually bring in or out of it more than £200,000,000 worth of property; and notwithstanding the efforts of several societies on the Thames, they take away from that diocese for distribution throughout the seaboard of the whole world, cargoes of vice, disease and ungodliness. Yet I am not aware that any of the eminent prelates who have occupied the see of London, have ever, as diocesans, referred to its shipping, fishing vessels and barges, in their charges to the clergy, or in their diocese books, or in any other official deliverances, as constituting a serious corporate responsibility to the Church of that diocese."

Captain Dawson furthermore says in the same able and interesting address:—

"Many an old mercantile port in this kingdom has its St. Nicholas' Church built by our forefathers for the seafaring classes, but subsequently appropriated by landlords as a cathedral or parish church. In more recent times so-called 'mariners' churches' were provided, which are now misappropriated by residents who continue to trade on the name

of 'mariners,' thus hindering seagoing 'strangers' from obtaining suitable houses of prayer in connection with the national flag under which they sail; and forcing them, if they would worship when on shore, to put up with Bethels and mission-rooms, which do not always educate sailors up to frequenting Church worship in less inhospitable ports."

Much of all this will, we venture to say, greatly astonish even our readers, who know something of the injustice and negligence with which seafaring men are treated ashore, and if Captain Dawson's address were read and digested by all right-thinking people in the British Empire, it would, we also venture to say, make no small sensation. It might, indeed, serve to arouse that widespread interest in the claims of the seafaring class which it is one of the objects of this journal to bring about. Writing in the interests of the seafaring class, it is no part of our programme to attack or defend any particular religious denomination. In these columns our attitude to each and all of them is that described by the poet:

"One port methought alike they sought,  
One purpose held where'er they fare;  
O bounding breeze, O rushing seas,  
At last, at last, unite them there."

It is not for the purpose of attacking the Church of England that we call attention to the above quotations, but merely because the negligence of the English Church in things spiritual is typical of the negligence of the country generally in things material where the seafaring class is concerned.

Commander Dawson says:—

"The Church does not, in any corporate way, sufficiently recognise even now its obligations to minister to the 36,752 registered British merchant ships, with a tonnage of 9,135,512 tons, valued at £93,000,000, which are manned by 329,483 masters, officers and seamen of divers nationalities and many creeds, including 17,585 Asiatics. Besides these deep-sea sailors, there are at least 100,000 floating population in training ships, in 3,041 pleasure yachts, in river craft, canal barges, lightships, and the smaller islets around our shores."

These figures, which are we believe rather under than over the mark, and do not, of course, include sailors of the Royal Navy, may serve to give some idea of the numerical importance of the seafaring class, without counting the fishermen who also belong to it. Everybody of any intelligence is aware how vitally important to our existence as a nation that class is. The mischief is not that this fact is disputed, but that it is forgotten—or not recognised to anything like the extent that it should be. A great philosopher has laid it down that a nation cannot have a better government than it deserves to have. But may we not expect the Church of England to be better than the people of England, and do something towards leading them in the right path?



If we may, the mere fact that the claims of the seamen are so far recognised as to have received the attention of the Church Congress is surely a matter for congratulation, encouraging the hope that the seaman's material as well as spiritual welfare will receive more attention in the future than it has done in the past, since the two are very closely connected. Without rescuing the seaman from the land sharks the parsons can do little or nothing for him, and, recognising this, the missionaries often protect him in that way. But, as we have said in a previous number of SEAFARING, the sailor is, like other men, a complex being, of varied wants, with a mind to be amused and a stomach to be fed, as well as a soul to be saved. To ignore the fact that a man who has been shut up in a ship wants recreation and amusement is the greatest mistake. As Commander Dawson had no difficulty in showing, individual Churchmen, including the Bishop of Durham, and the Missions to Seamen, are doing valuable work. As he said, referring to the Missions to Seamen:—

"From the foundation of this Society in 1856 till 1885, the savings-banks' deposits of merchant seamen have increased sixfold, to £68,926; the annual money-order remittances in the United Kingdom threefold, to £382,831; and the money-orders from abroad fivefold, to £64,842; whilst the wages transmitted to their homes on paying off amounted in that year to £185,546."

To claim that all this is due to the Missions to Seamen would be misleading. Other causes—notably, Sailors' Homes and favourable official arrangements—have contributed to this result, some of the credit for which must also be given to the seamen themselves. But a very great deal more must be done if the process of exterminating the British seaman is to be stopped. Not only must the Missions to Seamen be encouraged, not only must the Church of England and all other religious denominations recognise their duties to the seafaring class, but that class must have in Parliament a voice that will make itself heard wherever the English language is spoken—a voice that shall arouse the whole British Empire, ere that Empire's doom be sealed, to recognise the suicidal folly of permitting the British seaman to be exterminated by apathy and injustice. The writing on the wall requires in this case no sage to decipher. Its meaning is clear to all men.

A BRITISH subject residing at Ecuador has, we hear, started a new line of steamers between Chilean ports and Panama. The new company is known as the South American Steamship Company, and it runs a fortnightly service between Panama and Chili. The venture has been, we hear, a success.

## NAUTICAL NEWS.

THERE is expected to arrive at Hull during the next two months 49 vessels.

THE gunboat *Plover* has been successfully launched from Pembroke Dockyard.

THE Nelson Dock and Patent Slip at Rotherhithe has been sold for £8,650.

THE great works for the improvement of the port of Ostend are rapidly progressing.

ON Sunday the free port of Bremen was formally incorporated in the German Customs Union.

BO'NESS docks were fairly busy last week. Arrivals were 32 in number, and of 5,298 register tons.

THE *Blandina P.*, from Santos, has arrived at Delaware Breakwater, and reports that the captain died at sea.

WASHED in at St. Agnes Quay, part of a boat's nameboard, 1ft. 3in. by 4in., with 1½in. black letters, *Ectores*.

THE Fishmongers' Company have given £250 to the funds of the National Sea Fisheries Protection Association.

IT is proposed to amalgamate the Great Western Ship Canal and Brean Down Harbour Dock and Canal scheme.

THE Norwegian barque *Heros*, from Buenos Ayres for Inverness, put into Stavanger for stores, having Scotch pilot on board.

SAN FRANCISCO advices state that two waiters of the ocean steamer *Zelandia* have been arrested for smuggling cloth ashore.

THE German training squadron will proceed from Malta to Athens, and thence to Trieste, and not to Zanzibar, as was first intended.

AT Dundee, last week, with the arrivals from Calcutta and other ports, trade was fairly active, and there is now every appearance that it will continue.

CONSIDERABLE anxiety prevails at Bristol regarding the safety of a number of vessels which left American ports in August and September bound for that port.

AT Hartlepool a seaman named Cook has been sentenced to eight months' imprisonment with hard labour, for stealing wearing apparel from the Hartlepool Hospital.

THE building of the new passenger steamer for the Lower Weser for the North German Lloyd has been given into the hands of J. C. Tecklenborg, of Geestemünde.

DURING last week 404 steamers and sailing vessels entered the Tyne from foreign and coastwise, which is the largest number recorded in one week for some considerable time.

AT Grangemouth, the arrivals for the past week were 33 steamers, with an aggregate tonnage of 15,365, and 20 sailing vessels, having an aggregate tonnage of 5,852.

THE number of vessels which arrived from foreign ports last week at Leith was 21 steamers and 11 sailing vessels, against 20 steamers and four sailing vessels last week.

AT Yarmouth, Samuel Norton, smackman, has been committed for trial on a charge of stabbing Henry Moore, third hand on the smack *Ace of Trumps*, with a clasp knife, in the neck.

THE ship *Undaunted*, from Philadelphia for Higo, with a cargo of refined petroleum, which has been at Capetown in distress for a year past, has sailed for her destination, after repairing.

THE Tyne Improvement Commission give notice that the steamer *Triumph* lies sunk within the entrance to the River Tyne, and masters are enjoined to exercise great caution in passing.

THE barque *Platina*, from Huelva at Philadelphia, reports, September 4th, in lat. 35, lon. 18, passed a mass of large logs, covered with barnacles, and supposed to have formed part of the great raft.

AT Hull there has been presented, on behalf of the German Imperial Government, awards which have been granted to the captain, mate, and a seaman of the Hull steamship *Cato*, for rescuing lives at sea.

THE following American whalers, with sperm oil, were lately at St. Helena:—The *Stafford* (350 barrels), *Sea Fox* (540), *Greyhound* (150), *Falcon* (170), and *Amy M Sacker* (260, and 20 black fish).

THE strike among the riveters at the shipbuilding yard of Messrs. John Scott and Co., Kinghorn, has terminated in favour of the men, the company agreeing to concede the whole rise demanded of them.

MESSRS. FLEMING AND FERGUSON, engineers and shipbuilders, Paisley, have secured a contract for the construction of six sets of their patent quadruple expansion engines for steamers for South Africa.

THE Dutch Chamber has adopted a Bill ratifying the new convention between the Government and the Zealand Steam Navigation Company, with regard to the mail service between Flushing and England.

So great is the competition among the steam ship companies running between the Clyde and the north of Ireland that it is announced that passengers will be carried from Glasgow to Londonderry for sixpence a head.

THE smack *Tartar*, which arrived at Hull on Saturday, reports having passed, on the 18th inst., in 10 fathoms water, 10 miles NE of Spurn Lightship, a vessel's mast about 12 feet out of water, and dangerous to navigation.

THE first great timber raft went adrift last December. According to recent reports the logs are now covered with barnacles, and float just beneath the surface; they are floating in large quantities near the Madeira Islands.

A STRIKE of upwards of 200 boilermakers and platelayers has taken place in the Leith shipbuilding and engineering yards. The men are paid 6d. per hour, and demand an advance of 3d. It is understood they would accept 6½d.

AT Newport decision has been given in the case of *Santir v. Cave*, in which the plaintiff, a mate, sought to obtain from defendant, captain of the *Glenmore*, £9, being a month's wages. The amount claimed was ordered to be paid.

THE steamer *Labrador*, which has during the present season been engaged, under the command of the indefatigable Arctic navigator, Captain Wiggins, in the endeavour to open up an oversea trade with Siberia, has arrived in the Tyne.

CHICAGO advices state that at Stapleton, Staten Island, considerable wreckage, consisting of steamboat's guard and rails, has been picked up. The tide had washed it in. This would indicate that there had been a collision somewhere.

THE Dutch Royal Steam Navigation Company has ordered three steamers from the Royal shipbuilding yard at Amsterdam, and four from the Royal shipbuilding yard De Schelde, at Flushing. The vessels are in course of construction.

FOUR vessels are, or have been within the last few days, aground in the Dee, between Connah's Quay and Flint. The river is said to be so rapidly filling up that small coasting schooners are obliged to lighten their cargo before coming up.

AT Cardiff, a man named O'Brien was charged by the Board of Trade with boarding the steamship *Clymene*, in the docks, without first having obtained permission from the master, and while the crew were still undischarged, and was fined 40s. and costs.

ALMOST every seafarer that ever visited Puget Sound will remember Andrew Boqueto, an Italian boatman, and will regret to learn of his death. He was about 50 years old, and experienced 11 shipwrecks, beside numerous exciting adventures on the China ocean.

GEORGE EVANS, at one time a Liverpool policeman, has been charged with having, in November, 1886, obtained the sum of £212s. 6d. by means of a forged bonus note. There were several cases against the prisoner. The magistrate sent him for trial to the assizes, refusing bail.

PORTSMOUTH Harbour and Spithead were last Wednesday wrapped in a very dense fog. Communication with the Isle of Wight was completely cut off, so far as passenger traffic was concerned, and the mails had to be despatched early in the morning in a small steam launch.

THE steamer *Dotterel*, has safely arrived in the Tyne with a cargo of currants from Greece. The vessel had a narrow escape when in the Thames, having been in collision with another steamer, but, the damage being only slight, she was able to proceed on her voyage without delay.

A BOARD OF TRADE inquiry regarding the stranding of the steamship *Albertina*, of Newcastle, has concluded at North Shields. The court found the master, Captain Blackburn, at fault for going full speed ahead during thick weather, and suspended his certificate for three calendar months.

GRAVE fears are entertained for the safety of the Liverpool barque *Cumeria*, which left the Tyne on April 20th for Valparaiso, and has not been heard of since June 20th. The

captain's name is James Hilton, of Barrow-in-Furness, and the vessel had a crew of 23 hands, all Englishmen.

The Norwegian barque *Emilie*, with teak-wood, which has arrived at Greenock from Bangkok, has been six months and a half on the voyage. For a considerable part of the voyage calms and contrary winds were experienced, but while rounding the Cape the weather was very rough.

CAPTAIN PURCELL, who commanded the British ship *Respigadera* when she was wrecked on Point Fermin, at San Pedro, has, according to a San Francisco report, been suspended for three months by the British Naval Court of Inquiry. He was considered negligent, in that he refused a pilot.

INQUIRIES are being made at Pembroke Dock from the Admiralty as to the facilities for laying down and constructing two ships of a larger size than the *Nile*, which was recently launched from the yard. It is conjectured from this that the Government propose commencing the construction forthwith.

AN instance of extraordinary despatch in discharging and loading at Adelaide has just been reported. The well-known ship *Caitloch*, 1,264 tons register, with a general cargo from Liverpool, discharged her outward cargo and took in a full cargo of grain within 21 days from the time of her arrival at Adelaide.

UNDERWRITERS and navigators will not be pleased to learn that California parties have secured the patent right for the coast to increase the perils of the sea, by strewing the Pacific with logs after the most effective Eastern method. It is stated that log rafts will probably be sent as far south as Chili.

THE formation of the Hamburg Pacific Steamship line into a company has now been completed. The capital will be correspondingly increased; and besides the steamers already running, and three now in course of construction, several new vessels have been ordered, so as to permit of a regular fortnightly service.

GREAT activity is now being manifested in the dockyard towns in preparation for the extensive building programme which it is understood the Admiralty have arranged for next year. A very noticeable point is the large quantity of new machinery which is being set up in each dockyard, especially at Portsmouth and Chatham.

BUSINESS at the Clyde harbours was somewhat quieter last week. Arrivals—23 vessels of 27,648 tons—were under the average. Of these 22 were steam and six sailing ships, and 21 discharged at Glasgow, five at Greenock, and two at Port-Glasgow. There were despatched 31 vessels of 36,058 tons, of which 28 were steam and three sailingships, and 30 loaded at Glasgow and one at Port-Glasgow.

It is reported from Hamburg that between the old German steamship company Kosmos and the new Hamburg Pacific steam line, both of whose steamers run to the west coast of South America, negotiations are being held with the object of coming to an agreement in regard to freight charges, and of bringing to an end the competition that has existed for several years.

DURING last week the Cornish fisheries were active, seines being shot at Sennen and Mullion, from which considerable quantities of pilchards were secured. The drift boats had moderate catches of pilchards and mackerel, the latter realising high prices. Hook fish were rather scarce, and the weather late in the week rather interfered with fishing operations.

AT the annual general meeting of the Banff harbour trustees it was reported that during the year 84 sailing vessels, eight steamers, and 17 trading boats had entered the harbour, representing a tonnage of 801. There had been exported 2,975 barrels of herring, and 13,405 quarters of oats. The chief imports were 8,887 tons of coal and coke, 1,010 loads of timber, and 346 tons of salt.

A TESTIMONIAL has been presented to Captain Gibson by the passengers of the Dominion liner *Sarnia*, thanking him, and through him the company, for the efficiency, urbanity, and thorough thoughtfulness displayed to the passengers throughout the trip by captain and crew alike. The Archbishop of Ottawa was among the passengers who signed the testimonial.

THE list of maritime losses and casualties reported at Lloyd's for the week ending October 17th, comprises 19 sailing vessels and the same number of steamers, as compared with 64 vessels and 13 steamers for the corresponding week of 1887. For the year to date casualties occurred to 932 sailing vessels and

439 steamers, as compared with 1,013 and 445 respectively at the same time last year.

THE keel plate of the *Barham*, a third-class protected cruiser of a special type, has been laid on the blocks at Portsmouth. Although resembling in most respects the B class of cruisers, the *Barham* and her sister ship *Bellona* will exceed them all in size. Their displacement is 1,800 tons, as compared with 1,580 tons of the *Barrosas*, and their speed will be increased from 16½ to 19½ knots.

THE shipwrecks reported last week amounted to 26 in number, being a decrease when compared with the previous week. One Danish vessel, one French, one Swedish, and two British vessels sank by collision, the number of collision cases being 37, of which 23 took place off the British Isles. Four vessels were wrecked off the British Isles, and two were destroyed by fire and explosion.

THE Central Society of German Merchants has petitioned Prince Bismarck to assist the establishment of a direct service of freight steamers between Hamburg, Bremen, and the East Indies. The petitioners hope that, in the event of the German shipowners not being able to carry out the scheme by their own efforts, support to the undertaking may be provided out of the Imperial Treasury.

AT a meeting of the Sailors' and Firemen's Society held on Monday at Sunderland, the secretary (Mr. Henry Friend) reported that a deputation from the society had obtained an interview with the Lambton firm in respect of the application made by the men trading in weekly boats for an advance in their wages from 28s. to 30s. a week. A promise had been given that the matter would be brought before the shareholders.

THE Board of Trade inquiry has concluded at North Shields into the alleged charges of harsh conduct against the first and second engineers of the screw-steamer *Olympia*, towards a fireman named Freebury. In the end judgment was given exonerating the defendants from causing the death of Freebury, but cautioned them to be more careful in the treatment of firemen in the future. Their certificates were not dealt with.

FIVE HUNDRED workmen recently employed at the Tilbury Dock are now on strike for an increase of 1d. per hour in wages. They have been paid at the rate of 4d. per hour, the work being uncertain, and amounting throughout the whole year to an average of about three hours per day. Meetings have been held by the men, and have been supported by workers from other docks. The men are sanguine of winning, and have determined to hold out.

THE seamen in the port of Bristol have been agitating, on the ground of the upward tendency of freights, for an increase of pay. The captain of the steamer *Titanic*, bound for Demerara, via Liverpool, tried on Saturday to engage a crew at £3 a month, and £3 15s. for firemen, but the men stood out for an increase of 10s. per month, and he was unable to ship his crew. To man a sailing vessel going a long voyage sailors had to be brought from Liverpool.

AT Liverpool Police-court on Saturday, before Mr. Raffles, Alexander Smelly, second engineer aboard the *Rosend Castle*, and two firemen named Hall and Jones, were summoned for going ashore and getting drunk when they ought to have been on duty. The evidence against Smelly did not go beyond the statement that he had had "enough" drink, and the magistrate said he could only order that in each case two days' pay should be stopped from the men.

CAPTAIN SAMUEL, master of the British steamer *Malkin Tower*, whose vessel last year came into collision with a steamer belonging to the Russian navy, whereby 11 sailors of the latter were drowned, has been sentenced by the Odessa court to undergo three months' imprisonment, to do the penance prescribed under the Russian ecclesiastical law, to pay 150,000 roubles to the Russian Government, and 11,000 roubles to the families of the sailors who lost their lives.

"COOPERING."—At North Shields, on October 22nd, Thomas Thomas, of St. Ives, master of the schooner *Harvest Home*, on a voyage from Annalong (Ireland), was charged with having illegally in his possession 9½ lb. of tobacco, 1½ lb. of cigars, and two bottles of perfumed spirits, which he had bought from a Dutch vessel, in Dover Roads, for £1. Thomas, who had nothing to say in answer to the charge laid against him, was fined treble value and duty, £13 1s., and 5s. 6d. costs.

ON Monday, at a meeting in Sunderland of the Sailors' and Firemen's Society, correspondence

was read from Hull, Liverpool, London, and the Board of Trade on the Life Saving Appliances Bill. The Board of Trade wrote that the seamen's societies throughout the kingdom had selected five representatives instead of three on the consultative committee. A determination was expressed by the members not to give way to Captain Tom Lemon, who has been selected by the London society.

REFERRING to the ship *Trevelyan*, which vessel, recently mentioned in SEAFARING, is posted as missing, and is supposed to have foundered off the Cape with all on board, a correspondent writes:—"Her cargo was a very inflammable one, including 45,000 gallons of spirits and three tons of gunpowder," so that it can be well imagined what the result would be if an accident, causing fire, happened. Not a vestige of the ship would be left, nor a single soul on board left to tell the tale.

THE sealing schooner *Annie*, which has reached San Francisco from Victoria, captured 1,037 seals, the skins of which were disposed of at Victoria, where the present price is 6d. a skin. Besides the skins, the *Annie* brought down one barrel of black cod, caught off Queen Charlotte's Sound at a depth of 250 fathoms. When brought on deck their eyes bulged out. These fish are very delicate eating, and at San Francisco are worth 18d. a barrel, against 6d. a barrel of the ordinary kind.

A CORRESPONDENT writes that it is very desirable for many reasons that there should be lines of regular fast steamers flying the Union Jack on the Pacific. Germany, France, and other countries are fully alive to the importance of their interests in that part of the world, but hitherto this country has been rather lethargic. It is not generally known that the Russian Government has also recently subsidised a line of steamers to sail between Russian Pacific ports and Corea, Japan, and China.

## SHIPS SPOKEN.

Loch Ken, Pisagua for Channel, October 16th, 50 N 22 W;  
Atlantic (German barque), bound west, 50 N 18 W—last two per Aller s, at Southampton.  
Frej, October 8th, 43 N 37 W;  
Doris Eckhoff, Philadelphia for Bristol, October 13th, 50 N 30 W—last two per Samaria s, Watt, at Liverpool.  
Sophie Helene (German barque), standing to southward, September 15th, 46 S 64 W, per HMS Triumph, at Rio Janeiro.  
Mennock (barque), of London, October 11th, 49 N 6 W, per Lydia s, at Sharpness.  
F. B. Taylor, steering ESE, August 29th, 6 N 25 W, per Norden, at Liverpool.  
Hertig Oscar Fredrik (Swedish), for Melbourne, September 8th, 3 N 19 W, per HMS Bacchante, at St. Vincent, CV.  
Atossa (barque), steering SW, October 1st, 12 S 36 W;  
SLPW (barque) (? Therese Madre), from Newport, steering south, October 1st, 12 S 36 W—last two per Ruapehu s, at London.  
British India, of Liverpool, October 14th, 48 N 9 W, per Highgate s, Thompson, at Cork.  
Blanche, of Swansea, bound S, August 1st, 1 N 26 W;  
HKQJ (? Drottning Sofia, of Sundswall), from Gulf of Bothnia, steering SW, September 7th, 13 N 27 W;  
NKLS or M (barque), steering west, September 27th, 52 N 27 W—last three per Britannia, at Hull.  
HQTF (?) (English barque), Liverpool for Chittagong, August 20th, 9 N 25 W, per Anna, Lohmeyer in the Weser.  
Golden Gate, Liverpool for Valparaiso, September 13th, 8 N 26 W;  
Eleanor, Newport for Bahia Blanca, September 13th, 8 N 26 W;  
Aphrodita, Antwerp for Melbourne, September 13th, 8 N 26 W;  
Matterhorn, Calcutta for Hull, September 18th, 20 N 33 W;  
Seatoller, Chili for Cork, September 20th, 24 N 34 W—last five per County of Merioneth, at Queenstown.  
VTKL (?) (supposed) (ship), October 16th, 51 N 13 W;  
Lake Superior, Port Pirie for the Channel, October 16th, 51 N 11 W—last two per Thanemore s, Butcher, at Liverpool.  
Araby Maid, Cardiff for Algoa Bay, October 13th, 32 N 18 W;  
Johanna Irgens, Cardiff for Buenos Ayres, October 14th, 35 N 16 W—last two per Bede s, Buck at Liverpool.  
Clara (Norwegian barque), September 15th, 48 N 41 W, per Mentmore s, at Liverpool.  
Ardjoens, Amsterdam for Batavia, October 12th, 48 N 8 W, per Prins Maurits s, at Amsterdam.  
Star of Erin, Doboy Sound (?) for Gotland (?), September 20th, 11 N 29 W;  
Strathblane, Rangoon for London, October 10th, 46 N 23 W;



Ventura, San Francisco for Cork, October 10th, 46 N 23 W;  
 Carnarvonshire (?), San Francisco for Liverpool, October 13th, 49 N 20 W;  
 Emily Waters, Pisagua for Liverpool, October 14th, 51 N 11 W—last five per Benclench, at Queenstown.  
 HDQR (American ship), bound south, October 8th, lat. 38, lon. 74, per Claribel, s, at New York.  
 Lillian M. Vigus, New York for Havre, October 7th, 42 N 64 W, per Brooklyn City, s, at New York.  
 Lady Lawrence, Liverpool for Melbourne, September 1st, 23 S 29 W;  
 Contest, Rosario, for Falmouth, September 2nd, 20 S 30 W—last two per A. J. Fuller, at New York.  
 Kelvin, St. John (N.B.) for Penarth, October 5th, 42 N 62 W, per Umbria, s, at New York.  
 Amazon (British ship), October 12th, 48 N 8 W;  
 Naja (Norwegian barque), October 12th, 48 N 7 W—last two per Prins Maurits, s, at Amsterdam.  
 Duchess of Albany, Penarth for San Francisco, August 26th, 9 N 27 W;  
 Tanjore, Montreal for Melbourne, September 16th 33 N 34 W—last two per Lady Ruthven, at Havre.  
 VTKL (supposed) (ship), signals very indistinct, steering eastward, October 16th, 51 N 13 W, per Thanemore s, at Liverpool. [Mem.: VTKL are the signal letters of the Dolbadern Castle, from San Francisco for Queenstown].  
 Godiva, Calcutta for Liverpool, October 18th, 123 miles west of the Fastnet, per Bothnia s, Dutton, at Liverpool.  
 Norris, of Damariscotta, bound south, September 17th, 31 S 46 W;  
 KGTD (English ship), from Fredrikshaven for Valparaiso, October 1st, 7 N 27 W;  
 Zee, from Payta for Liverpool, October 2nd, 10 N 26 W;  
 JBNM (Norwegian barque), from Newport for Bahia, October 8th, 21 N 21 W;  
 Lord Reidhavan, of Banff, bound south, October 8th, 25 N 21 W;  
 NMBW (Holland brigantine), bound south, October 9th, 27 N 20 W;  
 HBFT (Norwegian ship), bound south, October 9th, 27 N 20 W;  
 Ocean Rover, of Swansea, bound south, October 10th, 30 N 19 W;  
 HDNT (Norwegian barque), bound south, October 14th, 42 N 13 W—last nine per Dilsberg s, at Liverpool.  
 Emily A. Davies (British barque), from Black River (Jamaica), October 1st, 30 N 74 W, per Alene s, at New York.  
 Torridon, London for Sydney, September 1st, 2 S 31 W, per Eclipse, at New York.  
 Cherbourg, Pascagoula for Buenos Ayres, October 1st, 25 N 85 W, per El Dorado s, at New York.  
 Stormy Petrel, St. John (NB) for Bristol, October 5th, 43 N 69 W;  
 PCQH (? KCQH, Ellenbank), Liverpool for Pisagua, September 11th, 12 N, per Snefid, in the Elbe.  
 Lealta (Italian barque), steering south, October 11th, 41 N 10 W, per Hannover s, Gathmann, at Antwerp.  
 RBMV (?) (British barque), steering NW, October 6th, 41 N 63 W;  
 Harry (English three-masted schooner), steering ENE, October 14th, 50 N 8 W—last two per America, s, in the Weser.  
 Oberon, of Elstiehl, steering S, October 1st, 6 N 23 W;  
 Phantom (English brig), steering south, October 12th, 38 N 11 W—last two per Sparta, s, at Hamburg.  
 Sirius (Hamburg barque), steering east, October 17th, off Borkum, per Barcelona s, at Hamburg.  
 Lady Gertrude (barque), steering SSW, September 28th, lat 28 40 lon 19 31, per Gulf of Trinidad s, Sanderson, at Liverpool.  
 Hilston (ship), of London, steering NE, August 10th, 11 N 27 W;  
 P. Louise (Norwegian barque) steering south, October 10th, 16 N 26 W;  
 Fitzroy (barque), of London, October 13th, 23 N 23 W;  
 Francisca F (Austrian barque), October 13th, 23 N 23 W;  
 Sobraon, of London, steering west, October 14th, 26 N 21 W;  
 Giuseppe (Italian barque), steering WSW, October 14th, 27 N 21 W;  
 HJBD (Norwegian barque), steering WSW, October 14th, 28 N 20 W;  
 Victoria (s), of Glasgow, steering NE, October 20th, 49 N 9 W—last eight per Thales (s), Davies, at Liverpool.  
 Leander, of London, Pisagua for Dunkirk, October 8th, 16 N 33 W;  
 SLRK (French or Italian barque), steering SW, October 14th, 46 N 12 W—last two per Sobralense (s), Collings, at Liverpool.  
 Dantzig, Quebec for Dundee, September 30th.  
 KQPD (British schooner), October 11th, 50 N 33 W;  
 Albion (Norwegian barque), October 11th, 50 N 33 W—last two per Schiedam (s), at Amsterdam.  
 Manzu, of Hamburg, Macassar for Amsterdam,

October 19th, 49 N 11 W, per Martello (s), Abbott, at Portland.  
 NTCW (British), October 13th, 24 N 53 W, per Bavaria (s), at Havre.  
 Aconagua (ship), of Bordeaux, July 28th, 57 S 66 W;  
 Argus, Port Germein for Queenstown, July 31st, 53 S 55 W;  
 General Domville, Yokohama for New York, July 31st, 53 S 55 W;  
 Marlborough, London for Canterbury (NZ), August 15th, 34 S 29 W;  
 Forrest Hall, Cardiff for Colombo, September 13th, 9 N 27 W;  
 RLKW (British schooner), September 14th, 10 N 28 W;  
 St. James, New York for Yokohama, September 18th, 17 N 32 W;  
 Seatoller, Chili for Cork, September 30th 40 N 31 W, with loss of maintopgallantmast.  
 Lilla, Zebu for the Channel, October 10th, 46 N 22 W;  
 Stirlingshire, Tchio for Greenock, October 10th, 46 N 22 W, with loss of foretopgallantmast—last 10 per Lake Superior, Friston, at Queens-town.  
 Naiad, Iquique for Channel, October 21st, 51 N 18 W;  
 Bothwell, San Francisco for Channel, October 21st, 51 N 15 W—last two per British King s, at Liverpool.  
 Hawarden Castle, Clyde for Iquique, October 16th, 25 N 26 W;  
 HBVQ (?), October 16th, 25 N 26 W—last two per Sarah and Emma, at Queenstown.  
 Strathblane, Rangoon for London, October 17th, 51 N 9 W, per Anne Duncan, at Queenstown.  
 Canara No. 3, London for Rosario, September 23rd, 11 N 26 W, per Olinda s, at Hamburg.  
 Delphin barque, of Bjorneborg, steering east, October 20th, 50 N 4 W, per Leerdam s, at Rotterdam.  
 Harmony, of London, for Bristol Channel, October 22nd, three miles south of Longships.  
 ODCR (?) (German barque), October 15th, 49 N 11 W, per Amalfi s, at Hamburg.  
 Chile, Pisagua for the Channel, August 16th, 29 S 26 W; per Aigburth, at Queenstown.  
 Clynder, Astoria for London, August 1st, 51 S 53 W;  
 HQDW (?) (barque), bound south, September 14th, 8 N 23 W;  
 St. James, New York for Yokohama, September 20th, 14 N 30 W—last three per Ventura, at Queenstown.  
 Forest Princess, Saffi for Clyde, October 22nd, off Galley Head, per City of Chicago s, Lewis, at Liverpool.  
 Lewellyn S. Morse, Baltimore for San Francisco, October 6th, 37 N 70 W.  
 Glenavna, Goatzacoalcos for Queenstown, October 14th, 46 N 40 W—last two per Mayaguez s, Cruz, at Liverpool.  
 Mountain Laurel, Adelaide for the Channel, August 15th, 52 S 55 W;  
 Loch Fergus, Puerto Cabello for the Channel, August 18th, 46 S 45 W;  
 Castor, Penarth for Bombay, September 2nd, 20 S 27 W;  
 Lord Clyde, Swansea for Algoa Bay, September 14th, 8 N 29 W;  
 Sovereign, Monte Video for Cardiff, October 3rd, 40 N 30 W—last five per Bacchus, at Liverpool.  
 Skelmorlie, London for Sydney (NSW), September 10th, 3 S 31 W, per Charles Dennis, at New York.  
 Hannah Blanchard, Amsterdam for New York, October 10th, 44 N 57 W, per Adriatic s, at New York.  
 Nor, New York for Stettin, October 7th, 42 N 61 W, per The Queen s, at New York.  
 Genara No. 3 (English schooner), for Rosario, September 23rd, 11 N 26 W, per Olinda s, at Hamburg.  
 Agostino Rombo, Cardiff for Singapore, July 17th, 2 N 24 E (? W), per Isea, at Table Bay.  
 St. Kilda, of Lunenburg, bound south, September 16th, 11 N 26 W, per Foxhound, at Swansea.  
 Marie Siedenburg, Hamburg for New York, October 6th, 42 N 64 W, per Enis s, at New York.  
 Clara, Fowey for New York, October 7th, 45 N 53 W, per Amsterdam s, at New York.  
 JKQL (American ship), steering NW, October 6th, 26 N 63 W, per Hipparchus s, at New York.  
 M'Dougall, Hamburg for New York, October 7th, 42 N 64 W.  
 Western Belle, Philadelphia for Nagasaki, September 11th, 9 S 34 W, per Nancy Pendleton, at New York.  
 Scotland, Antwerp for New York, October 8th, 41 N 67 W.  
 Italia, New York for Cape Town, August 25th, 18 S 29 W.  
 Earl of Aberdeen, Cardiff for Colombo, September 3rd, 3 N 24 W;  
 Seier, London for Galveston, October 10th, 49 N 6 W—last two per Paul Rickmers, in the Weser.  
 Nautic schooner, of Blankenese, steering north, September 19th, 19 N 26 W;  
 QCDT (?) (German vessel), steering north, September 19th, 10 N 26 W—last two per Campinas s, Barrelet, at Bahia.  
 Hornby Castle, Shields for Iquique, August 27th, 1 S, per Arab, at New York.

## HOMEWARD BOUND SHIPS.

**A**  
 Aconagua, left Callao May 13 for Liverpool  
 left Huamacho June 10  
 Amyone, left San Francisco Aug 20 for Queenstown  
 Amphitrite, left Penang July 23 for London  
 Arequipa, left Iquique July 17 for Falmouth  
 Atalanta, left Saigon July 19 for Liverpool  
 left St. Helena Sept 6  
 Ashlow, left St John, NB, Sept 24 for Liverpool  
 Annie left Pugwash, NS, Sept 29 for London  
 Anaurus, clrd at Calcutta Oct 9 for London  
 Alice M Claridge, clrd at New York Sept 23 for London  
 Avonmore, left Perth Amboy Sept 14 for London  
 Albura, left San Francisco Sept 24 for Queenstown  
 Anglesy, clrd at San Francisco Sept 8 for Queenstown  
 Alexandra, left San Francisco Sept 11 for Queenstown  
 Arabia s, left Bombay Oct 3 for Liverpool  
 left Marseilles Oct 23  
 Aconagua s, left Montevideo Oct 14 for Liverpool  
 left Rio Janeiro Oct 19  
 Adriatic s, left New York Oct 17 for Liverpool  
 Anselm s, left Para Oct 13 for Liverpool  
 via Lisbon and Havre  
 Alava s, clrd at New Orleans Oct 21 for Liverpool  
 Alps s, clrd at Norfolk, Va, Oct 22 for Liverpool  
 Auranis s, left New York Oct 20 for Liverpool  
 Avon, left Calcutta July 7 for London  
 Anaurus, left Calcutta Oct 10 for London  
 Auguste, left Bangkok July 7 for Falmouth  
 passed Anjer Aug 10  
 Alaska s, left New York October 16 for Liverpool  
 Allerton, left Calcutta Aug 15 for London  
 Augusta, left Barbadoes Sept 10 for London  
 Abbey Holmes, left Lyttelton Aug 17 for London  
 Argo, clrd at Chicoutimi Sept 19 for London  
 Armenia, left Batavia June 6 for Falmouth  
 passed St. Helena Aug 19  
 Arthur, left St. Helena Aug 11 for Dundee  
 Antonin, left Iquique July 27 for Falmouth  
 Anna Dorothea, left Quebec Oct 1 for England  
 Ayrshire left San Francisco Sept 29 for U Kingdom  
 Adele C, clrd at Rangoon July 31 for Channel  
 Acapulco, left Iquique Sept 10 for Channel  
 Amara, left Melbourne Aug 3 for Channel  
 Achilles s, left Singapore Oct 9 for London  
 passed Perim Oct 23  
 Amanda, left Bahia prior to Sept 15 for London  
 Avonia, left Philadelphia Oct 9 for London  
 Avoca, left Calcutta Sept 23 for London  
 Ardgoan, left Cochín Oct 29 for Qantown  
 Aboukir Bay, left San Francisco July 25 for Ayr  
 Atlantic, clrd at Chatham, NC, Sept 23 for Dundee  
 Akaba s, left Calcutta ———  
 left Suez Oct 18  
 Armin, left San Francisco Oct 13 for Channel  
 Albatros, left Laguna Oct — for Channel  
 Amarapoor s, left Rangoon Oct 1 for U Kingdom  
 left Port Said Oct 23  
 Anamba, left Astoria Oct 15 for U Kingdom  
 Alida, clrd at Pensacola Sept 22 for Suttonbridge  
 Athenian s, left Cape Town Oct 17 for Southampton  
 via St. Helena and Madeira  
 Alexander, clrd at Parrisboro, NS, Oct 6 for Sharpness  
 Arctic, left Buenos Ayres Aug 16 for Berwick  
 Afghanistan, left Calcutta Aug 3 for Hull  
 Agha s, left Port Augusta Oct 11 for London  
 Agnes Linck, left Quebec Oct 10 for London  
 Alcides s, left Montreal Oct 10 for Glasgow  
 Amaranth, left Montreal Sept 13 for Greenock  
 Agathe, left Quebec Sept 15 for Glasgow  
 Alcinos, clrd at San Francisco Sept 29 for Cardiff  
 Alert, left Buenos Ayres Aug 22 for Channel  
 Armadale, left Melbourne Sept 11 for Channel  
 Anna, clrd at Maracaibo Aug 14 for Cardiff  
 Annie Goudy, left Table Bay Aug 22 for U Kingdom  
 Arnguda, left San Francisco Sept 21 for Bristol  
 Aeronaut, clrd at St John NB, Sept 3 for Goole  
 Albatross, left Belize Aug 24 for Hull  
 Asiatic s, left Pensacola Oct 14 for Kinsale  
 Albion, clrd at Sheeth Harbour Sept 24 for Newport  
 Alexandrine, clrd at Quebec Oct 1

**B**  
 Borrowdale left Portland O, Aug 16 for Liverpool  
 Bengal, clrd at Calcutta Aug 13 for Liverpool  
 Bianca, left Calcutta Aug 4 for Liverpool  
 Bothwell, left San Francisco June 4 for Liverpool  
 British General, left San Francisco July 26 for Falmouth  
 Ben Lawers, left Iquique July 3 for London  
 Ballochmyle s, left Calcutta July 21 for London  
 British Isles, left Calcutta Aug 15 for London  
 Belfast, left Calcutta Sept 27 for Liverpool  
 Benin s, left W C Africa for Liverpool  
 left Grand Canary Oct 23  
 Biela s, left New York Oct 13 for Liverpool  
 Blairhoyle, left Iquique ——— for Channel  
 Britannia s, left Java Sept 17 for Liverpool  
 left Port Said Oct 18  
 Brunswick s, left Maranham Oct 20 for Liverpool  
 via Lisbon  
 Bellaport, left Pisagua Aug 4 for Channel  
 British Ambassador, left San Francisco Aug 10 for Queenstown  
 Baldu, left Iquique July 13 for Falmouth  
 Bessel, left Miniacourt, SA June 1 for Channel  
 British Duke, left Calcutta Sept 2 for London  
 Balmoral Castle s, left Bluff Harbour Oct 12 for London  
 Bertha, left Savannah-la-Mar Sept 15 for Queenstown  
 Bengollyun, clrd at San Francisco Aug 22 for Q'town  
 Bass Rock, left Lyttelton Sept — for Q'town  
 Braemar, left Astoria Aug 4 for Malpas  
 Britannic s, left New York Oct 24 for Liverpool  
 Bayley s, left Lyttelton Aug 25 for London  
 left St Vincent Oct 15  
 Bengal s, left Calcutta Sept 27 for London  
 left Malta Oct 18  
 British Queen s, left Boston Oct 20 for London  
 via Halifax  
 Bokhara s, left Hong Kong Sept 5 for London  
 left Colombo Oct 22  
 Bjorviken, left Savannah Oct 12 for London  
 Beecroft, clrd at Tacoma Oct 2 for Queenstown  
 left Port Townsend Oct 15  
 Berkeley Castle, left Quebec Sept 11 for Plymouth  
 Belle Star, clrd at St John, NB, Sept 15 for Wicklow  
 Bellmore, left Charleston Sept 20 for U Kingdom  
 Baltic, left Halifax, NS, Sept 11 for Irvine  
 Burgemeester Schrorer, clrd at Banjoewangie  
 April 16, left Algoa Bay Sept 18 for Channel  
 Bolivia, left Rangoon May 22 for Channel  
 Brodick Castle, left San Francisco Oct 11 for U Kingdom

Brodrone, left Rio Janiero Sept 20	for Newport	Dolbadern Castle, left San Francisco May 6	for Q'town	Glenroy's, left Shanghai Sept 16	for London
Britannia, left Samarang Oct 15	for Falmouth	Dilbhur, left Iquique, July 19	for Queenstown	left Singapore Oct 9	
Batavier, left Probolinggo Oct 20	for Channel	Dunneville, left San Francisco Mar 20	for Queenstown	Gateacre, left San Francisco Sept 24	for Queenstown
Balcutha, left San Francisco Sept 12	for U Kingdom	left Callao, July 12		Glenora, left Oamaru Oct 6	for U Kingdom
Badsworth, left Bangkok Sept 29	for U Kingdom	Daphne, left Charleston, Sept 19	for Queenstown	Gogoburn, left Pisagua Aug 8	for Channel
left Perim Oct 18		Daggy, clrd at Montevideo Sept 1	for Falmouth	Grampian, left Calcutta Aug 29	for Falmouth
Buceluch, left San Francisco Oct 24	for U Kingdom	Danzig, left Montreal Sept 14	for Dundee	Gairloch, left Chittagong Oct 8	for Dundee
<b>C</b>		Dunboyn, left Astoria, O, Sept 19	for Liverpool	George B Doane, left St John, N.B., Sept 29	for Bristol
Crown of Denmark, left San Francisco July 18	for Liverpool	Durham, clrd at San Francisco Sept 26	for Queenstown	<b>H</b>	
Columba, left Calcutta July 14	for Liverpool	Duncow, left Iquique Aug 15	for Channel	Hyderabad, left San Diego May 8	for Channel
City of Madrid, left Iquique August 4	for U Kingdom	Dunstaffnage, left Sourabaya Aug 11	for Channel	left Valparaiso July 14	
Columbia, left Portland, O, —	for Queenstown	Daceca, left Iquique Sept 1	for Falmouth	Humboldt, left Iquique July 6	for Falmouth
at Astoria Aug 6		Drumblair, left Calcutta Aug 5	for Hull	Hankow s, left Adelaide Sept —	for London
Cacciatore II, left Zarate July 30	for Falmouth	Dunkeld, left Melbourne Aug 27	for U Kingdom	Havilah, left Esmeraldas Aug 22	for Falmouth
Cerastes, left Corinto July 15	for Channel	Dina, left Barbados Sept 13	for Channel	Holbein s, left River Plate Oct 10	for Liverpool
Chyebassa s, left Brisbane Sept 27	for London	Duke of Argyll, left Iquique Aug 17	for U Kingdom	Helene, clrd at Bay Verte Sept 26	for Liverpool
Cashmere, clrd at Philadelphia Sept 17	for London	Derbyshire, left Bassein June 5	for Channel	Hubbuck s, left Melbourne Aug 27	for London
Conductor, clrd at Philadelphia Sept 15	for London	passed St. Helena Sept 18		left Port Said Oct 13	
Crown of England, clrd San Francisco Sept 18	for Queenstown	Dryden s, left Balha Oct 19	for Liverpool	Hovding, clrd at Chicoutimi Sept 19	for London
Corolla, left San Francisco June 28	for Liverpool	Discoverer s, left New Orleans Oct 5	for Liverpool	Hermann, left Rio Grande Sept 6	for Falmouth
Cotopaxi s, left Lota Sept 22	for Liverpool	Dago s, left Bussorah Oct	for London	Hermione, left Canterbury, N.Z., Aug 17	for U Kingdom
left Lisbon Oct 23		left Malta Oct 19		Hilda, clrd at Demerara Aug 27	for Bristol
Calabar s, left W C Africa —	for Liverpool	Doric, s, left Wellington Oct 18	for London	Helensburgh, clrd at Rangoon Aug 23	for Falmouth
left Madeira, Oct 17		Duke of Argyll s, left Calcutta Oct 20	for London	Hercules, left Punta Arenas July 22	for Falmouth
Counsellor s, left New Orleans Oct 21	for Liverpool	Doris, left Rio Janeiro Sept 14	for Channel	Helen, left Plymouth-la-Mar Sept 15	for Falmouth
Clare s, clrd at Galveston Oct 21	for Liverpool	Domènico M, left Moulmein Sept 3	for Belfast	Heraclides s, left Mobile Oct 21	for Liverpool
Caxton s, left Montevideo Oct 15	for Liverpool	Dronnington, clrd at Quebec Sept 29	for Dundee	Hipparchus s, left New York Oct 20	for Liverpool
City of Richmond s, left New York Oct 20	for Liverpool	Desdemona, left Calcutta Oct 18	for Bristol	Holland s, left New York Oct 21	for London
City of New York s, left New York Oct 24	for Liverpool	Doris Eckhoff, left Philadelphia Sept 20	for Bristol	Hiawatha, clrd at Bay Verte Sept 29	for Glasgow
Cyril s, left Ceara Oct 23	for Liverpool	spoken Oct 13, 50 N, 30 W		Hibernian s, left Quebec Oct 19	for Channel
Circassia, left Rosario Aug 9	for Falmouth	<b>E</b>		Hennietie, clrd at Rangoon Oct 16	for Channel
Cadwgan, left Pisagua July 30	for Falmouth	Endymion, left Pisagua Sept 26	for Falmouth	Hakon Adestein s, left Bangkok Sept 15	for U Kingdom
Carl Friedrich, left San Francisco Sept 16	for Channel	Eskdale, left San Francisco Sept 1	for Queenstown	left Suez Oct 17	
Chasca, left Corinto July 20	for Queenstown	Eurydice, left Melbourne July 15	for Queenstown	Hermann Becker, clrd at Charleston Oct 9	for Cardiff
Chinsura, left San Francisco Aug 28	for Queenstown	Ednyfed, left Iquique August 2	for Liverpool	Hermann Becker, left Charleston Oct 12	for Cardiff
Cardiganshire s, left Singapore Oct 10	for London	Elise Linck, left West Bay Sept 20	for Liverpool	<b>I</b>	
County of Roxburgh, left Calcutta Sept 16	for Dundee	Elizabeth Mentz, left Belize Sept 8	for Liverpool	Irby, left San Francisco July 13	for Liverpool
Clan Drummond s, left Calcutta Oct 2	for London	Elliot, left Calcutta Sept 21	for London	Italia, left Moulmein Aug 20	for Channel
left Colombo Oct 13		Emily Waters, left Pisagua June 23	for Liverpool	Isla de Panay s, left Manila Sept 17	for Liverpool
Craigallion, left Quebec Sept 28	for London	spoken Oct 14, 51 N, 19 W		left Suez Oct 13	
Crusader, left Auckland Oct 11	for London	Eva, clrd at Richibucto Sept 22	for Liverpool	Tona, left Barbados Sept 26	for Liverpool
Cardigan Castle, clrd at Melbourne Aug 30	for Channel	Eduardo s, left New Orleans Oct 6	for Liverpool	Ilos, left Samarang —	for Liverpool
Cape City, left Sourabaya June 22	for Channel	Edith, left Bay Verte Oct 1	for Queenstown	passed Anjer Sept 16	
Carn Brea s, left West Point Oct 11	for Liverpool	Eaton Hall, clrd at San Francisco Oct 8	for Queenstown	Ispingo, left Cochín Oct 4	for London
Carmarthenshire s, left Higo Sept 2	for London	East Croft, left San Francisco Sept 22	for Queenstown	Ilos, clrd at Milk River, J, Sept 14	for Goole
left Gibraltar Oct 19		Earl of Dalhousie, left Iquique Aug 23	for U Kingdom	Inch Murren, left Iquique Sept 27	for Falmouth
City of Quebec, left Narrakal June 30	for London	Eidsvold left Bangkok July 10	for London	Imuncina, left Pisagua Aug 4	for Channel
Clan Macgregor s, left Calcutta Sept 18	for London	passed Anjer Aug 7		India, left Rio Janeiro Sept 13	for Cardiff
left Gibraltar Oct 20		Ebenezer, left Gualaguaychu Aug 1	for Channel	Indiana s, left Norfolk Va, Oct 12	for Liverpool
City of Oxford s, left Calcutta Sept 27	for London	Edinburghshire, left San Francisco Sept 1	for Channel	Iowa s, left Boston Oct 23	for Liverpool
passed Sagres Oct 21		Elmstone, clrd at Rangoon July 27	for Channel	India s, left Calcutta Oct 4	for London
Carthage s, left King George's Sound Sept 28	for London	Euphemia, left Sourabaya Aug 10	for Channel	left Aden Oct 20	
left Port Said Oct 23		Ermunia, clrd at Savannah Sept 14	for Cardiff	Imperial, left Portland O, Oct 4	for Queenstown
Clan Lamont s, left Madras Sept 23	for London	Esther, left Buenos Ayres Aug 23	for Cardiff	Inchlonga s, left Calcutta Sept 25	for Dundee
left Port Said Oct 23		Elizabeth, left Buenos Ayres Aug 24	for Cardiff	left Suez Oct 18	
City of Cambridge s, left Calcutta Oct 6	for London	Elizabeth Nicholson, left Adelaide July 24	for U Kingdom	Ida B, left Rio Janeiro Sept 27	for Cardiff
left Suez Oct 23		left Port Broughton Aug 21		<b>J</b>	
Cambrian Chieftain, left San Francisco Sept 18	for U Kingdom	Eivion, clrd at Junin July 23	for U Kingdom	J H Ramien, left Punta Arenas June 26	for Falmouth
Cape Verde, left Wallaroo Sept 7	for Channel	East Lothian, left Bassein July 10	for Channel	J C Wams, left Adelaide May 8	for U Kingdom
Charles Purves, clrd at New York Aug 31	for Bristol	passed St Helena Sept 14		left Port Germain May 29	
Ceres, clrd at Charleston Sept 1	for Bristol	Elsa, left Tehuantepec July 16	for Falmouth	Jessie Renwick, left Moulmein July 11	for U Kingdom
County of Inverness, left Calcutta Aug 30	for Hull	left Salina Cruz July 19		Jamaica, left Noumea June 30	for Bowling
Charles Forbes, left Delaware Breakwater Sept 12	for Portsmouth	Emily Reed, clrd at San Francisco Oct 3	for Hull	Jessomene, left Calcutta Aug 5	for Liverpool
Cairnbulg, left San Francisco Sept 17	for Queenstown	Electrician s, left Calcutta —	for London	James Drummond, left Astoria Aug 16	for Liverpool
Colmermere, clrd at San Francisco Sept 19	for Queenstown	left Perim Oct 20		James Nesmith, left San Francisco Sept 26	for Liverpool
Circé s, left Montreal Oct 16	for Queenstown	Emily A Davis, clrd at Milk River, J, Sept 14	for Q'town	Jamaican s, left New Orleans Oct 7	for Liverpool
Citadel, left Bangkok, July 30	for Glasgow	spoken Oct 1, 30 N, 74 W		John F Rottmann, clrd at New York Sept 19	for Bristol
passed Anjer Sept 7		Ethandune, clrd at Richibucto Sept 29	for Queenstown	Josva, left New York Sept 27	for Exmouth
Canopus, left Corinto Sept 9	for Channel	Eriminta, left Quebec Oct 16	for Greenock	Joseph, left New York Oct 1	for Liverpool
Charlie Baker, left Barbados Sept 16	for Cardiff	Euthopia s, left New York Oct 20	for Glasgow	John Locket, left Iniquique Oct 2	for Channel
County of Cathness, left Calcutta Sept 2	for Hull	Euphrates, left San Francisco Oct 13	for Leith	Johnnes Rod, clrd at Quebec Sept 29	for Cork
Concordia, clrd at Quebec Sept 19	for Sunderland	Emanuel Swedenborg, clrd at New York Oct 12	for Bristol	Jessie Morris, left Quebec Sept 29	for Swansea
Cathcart, left Saigon July 22	for Channel	Edina, left Belize Sept 27	for Goole	J W Taylor s, left Pernambuco Oct 10	for Liverpool
passed Anjer Aug 12		<b>F</b>		passed Madeira Oct 21	
Cloncurry s, left Calcutta Oct 15	for London	Falstaff, left Astoria Sept 8	for Liverpool	Jason s, left Penang Sept 26	for London
left Colombo Oct 20		Falconhurst, left Calcutta Aug 5	for London	left Suez Oct 17	
Coromandel s, left Sydney —	for London	Finn, left Baltimore Sept 9	for Goole	John Rennie, left Adelaide Sept 4	for London
left Colombo Oct 23		Fort George, left Madras Aug 1	for London	<b>K</b>	
Clan Monroe s, left Bombay Oct 15	for London	left Cocoonada Sept 18		Kistna, left Calcutta July 11	for Hull
passed Perim Oct 23		France s, left New York Oct 13	for London	King Cenric, left Portland, O, —	for Channel
Cairnmore, left Thimaru Oct 18	for London	Frankiska, left Rio Grande Aug 9	for Falmouth	left Astoria July 5	
Clan Buchanan s, left Calcutta Oct 18	for London	Fratelli, left Buenos Ayres Aug 18	for Cardiff	Killeen, left San Francisco July 13	for Liverpool
left Madras Oct 23		Foxhound, left Port Noltch Aug 8	for Swansea	Kinafuns, left Portland, O, April 30	for U Kingdom
Clan Fraser s, left Madras Oct 19	for London	left St Helena Aug 24		Konigsberg clrd at Rio Grande Aug 12	for Falmouth
left Galle Oct 21		F S Ciampa, left San Francisco June 29	for Queenstown	Kenilworth, left San Francisco Sept 12	for Channel
Colchester, clrd at New York Oct 8	for London	Firth of Dornoch, left Iquique Sept 4	for U Kingdom	Kilbrannan, left Calcutta June 24	for Sharpness
City of Khios s, left Calcutta Oct 22	for London	Falls of Clyde, left San Francisco July 31	for Liverpool	passed St Helena Aug 30	
Cimba, left Newcastle, NSW, Oct 13	for London	spoken Aug 16, 14 N, 120 W		Khyber, left Calcutta Oct 1	for Liverpool
Clynder, left Astoria May 22	for Falmouth	Foyle s, left Singapore Oct 8	for U Kingdom	Kooringa, left Lyttelton, N.Z., Sept 28	for U Kingdom
spoken Aug 1, 51 S, 53 W		Frances, left Black River, J, July 26	for Goole	Kent s, left Sydney Sept 19	for London
Constance, left Pisagua Aug 5	for Channel	spoken Sept 17, 43 N, 22 W		left Port Augusta Oct 4	
Craigwhinnie, left Pisagua Aug 4	for Channel	Frank Carvill, clrd at Darien Sept 24	for Grimsby	Kaikoura s, left Wellington Oct 10	for Liverpool
Cromartyshire, left Calcutta July 7	for Channel	Falls of Foyers, left Calcutta Oct 35	for Hull	Kirby Hall s, left Bombay Oct 10	for Liverpool
passed St. Helena Sept 9		Fortuna, clrd at Richibucto Sept 25	for Rhyl	left Suez Oct 24	
Clarence, left Mobile Sept 26	for W Hartlepool	Festina Lente, clrd at Quebec Sept 29	for Greenock	Kinsemo s, left W C Africa —	for Liverpool
Ceder, left Corinto July 16	for Channel	Freya, clrd at Pascagoula Oct 3	for Hull	passed Grand Canary Oct 21	
at Valparaiso Oct 8		Fred E Scannell, left New York October 8	for London	Kangra s, left Bombay Oct 9	for London
Charles Bal, clrd at St. John, N.B., Oct 1	for Barrow	<b>G</b>		left Aden Oct 23	
County of Kinross, left Calcutta Aug 14	for Bostn (Lin)	Gudrun, left Manila May 14	for Liverpool	left Aden Oct 23	
Catina R, left Milk River, J, Sept 15	for Goole	spoken Sept 19, 24 N, 34 W		Kelvin, clrd at St John, N.B., Oct 1	for Penarth
Carmelo, left Iquique June 10	for Falmouth	Gulf of Akaba s, left Callao Sept 27	for Liverpool	spoken Oct 5, 42 N, 52 W	
spoken Aug 31, 21 S, 26 W		Gyda, left Belize Sept 3	for London	<b>L</b>	
Choice, left Pensacola Oct 12	for Greenock	Glenorle, left Shanghai Oct 6	for London	Lumberman's Lassie, left Sydney July 29	for London
Cranford s, left Bangor Me, Oct 5	for Greenock	Garth Castle s, left Cape Town Oct 10	for London	Loch Eck, left San Francisco Aug 16	for Queenstown
Critic s, left New York Oct 17	for Leith	via Las Palmas		Loch Awe, left Adelaide June 22	for U Kingdom
Cambria, left Moulmein April 21	for Channel	Gleniffer, left Pisagua Sept 1	for U Kingdom	left Port Augusta July 23	
at Mauritius Sept 30		Garston, left San Francisco June 28	for Queenstown	Lepanto, clrd at Rangoon May 28	for Channel
Casma, left Port Pirie Aug 23	for Channel	G H Wappaus, left Port Pirie Aug 4	for Channel	Largo Bay, left Lyttelton July 21	for Channel
Chile, left Pisagua —	for Channel	Gusta Helene, left Buenos Ayres Aug 3	for Falmouth	Langdale, left San Francisco Sept 8	for U Kingdom
spoken Aug 16, 29 S, 26 W		Gayton, left Pisagua July 2	for U Kingdom	La Escocesa, left Pisagua Sept 6	for U Kingdom
Cochina, left Pisagua July 8	for Channel	Guy Manning, left Adelaide Aug 4	for U Kingdom	Lilla, left Cebu May 21	for Channel
Castlehead s, left Iquique Oct 20	for U Kingdom	Godiva left Calcutta June 23	for Liverpool	left St Helena Aug 21	
Caesarea, left Calcutta Oct 17	for Hull	spoken Oct 18, 128 miles W of Fastnet		Lochee, left Calcutta July 13	for London
Chicago s, left Calcutta —	for Hull	Governor s, left New Orleans Oct 21	for Liverpool	passed St. Helena Sept 20	
left Aden Oct 18		Grisdale, left Portland, O, Oct 4	for Liverpool	Landana s, left W C Africa —	for Liverpool
<b>D</b>		Glenlyon s, left Hong Kong Oct 19	for London	left Antwerp Oct 23	
Damara s, left Boston Oct 14	for London	Glenlyon s, left Manila Oct 19	for London	L Schepp, left San Francisco Oct 7	for Liverpool
Diana, clrd at Sourabaya Aug 3	for Channel	Godiva s, left Baltimore Oct 11	for London	Loanda, left W C Africa —	for London
passed Anjer Aug 14		Glenava Park, left Goiazacoalcos Aug 18	for Q'town	left Sierra Leone Oct 21	
Delambre s, left Laguna Aug 20	for Channel	spoken Oct 14, 46 N, 40 W		Lusitania s, left Adelaide Sept 17	for London
Derwent, left Sydney, NSW, Oct 11	for Liverpool	Gezusters v Haften, left Sourabaya May 17	for Channel	Laju s, left Penang Sept 20	for London
Dictator, clrd at Pascagoula Oct 3	for Queenstown	left St Helena Aug 27		Lord Downshire, left Calcutta Oct 17	for Dundee
Dora Ahrens, left Table Bay July 10	for Channel	Glynwood, left Quebec Sept 3	for Rhyl	Loch Eivie s, left Calcutta Oct 18	for Dundee
passed Ascension Aug 30		George Linck, clrd at Quebec Sept 6	for London	Landisfarne, left San Francisco Sept 10	for Queenstown
		Glamis, left Newcastle, NSW, Oct 14	for London	Lake Superior s, left Port Pirie June 16	for U Kingdom
		Gloria, left Iquique July 2	for Falmouth	Leverton left New York Sept 24	for Belfast
		Gipsy Queen, left Trinidad Sept 1	for London	Livonia left St John, N.B., Sept 19	for Channel
		Gwladys, left Casablanca Sept 12	for Kirkcudbright	Lord Dufferin, left Calcutta July 10	for Hull
				passed St Helena Sept 19	



Loyalist, clrd at St John, NB, Sept 19 for Penarth  
 Lancaster Castle, left San Pedro Aug 22 for U Kingdom  
 at Portland Sept 19  
 Linda, left Bangkok July 11 for Channel  
 passed St Helena Sept 26  
 Leading Chief, left Belize Sept 7 for Goole  
 Loch Fergus, clrd at Puerto Olivia July —  
 spoken Aug 18, 46 S, 45 W for U Kingdom  
 Linda, left Calcutta —  
 left Malta Oct 18  
 Lorenzino, left Samarang Oct 23 for Channel  
 Lord O'Neill, left Baltimore Oct 17 for Belfast  
 Lima, left St John, NB, Sept 11 for Sharpness

## M

Merton Hall, left Bombay Sept 27 for Liverpool  
 left Gibraltar Oct 20  
 Methley Hall, left Bombay Oct 17 for Liverpool  
 Milton Park, left Bay Verte Sept 20 for Liverpool  
 Marathon, clrd at West Point prior to Oct 22 for Liverpool  
 Monkseaton, left Savannah Oct 12 for Liverpool  
 Maxima, left Table Bay Aug 22 for London  
 at Port Nolloth Aug 28  
 Moyne, left Japan Sept 14 for London  
 left Singapore Oct 17  
 Malwa, left Shanghai Sept 22 for London  
 left Suez Oct 23  
 Mascotte, left Montevideo Sept 14 for Liverpool  
 spoken Oct 2, 29 N, 31 W, under sail  
 Mary, left Demerara Sept 1 for Queenstown  
 Mabel, left Savannah Sept 8 for Liverpool  
 Melanope, left San Francisco Sept 30 for Liverpool  
 Maiden City, clrd at St John, NB, Sept 29 for Liverpool  
 spoken Oct 5, 43 N, 57 W  
 Mercia, left Auckland July 27 for London  
 Michele Dapelo, left Montevideo Aug 30 for Falmouth  
 Milton Park, left San Francisco Sept 20 for Queenstown  
 Morayshire, left Port Wakefield July 12 for Channel  
 Moel-y-Don, left Iquique July 26 for Falmouth  
 Mooltan, left Calcutta July 26 for London  
 Mosa, clrd at Pensacola Aug 9 for Sharpness  
 Miner, left Fremantle prior to Aug 6 for London  
 at Geraldton Aug 20  
 Methven Castle, left Cape Town Sept 24 for London  
 left Las Palmas Oct 12  
 Martaban, left Rangoon Sept —  
 put back to Port Said Oct with shaft broken  
 Michel Hutchinson, left Iquique Aug 16 for Falmouth  
 Martha Craig, left Iquique Aug 6 for Falmouth  
 Mount Pleasant, left Quebec Sept 20 for Greenock  
 Montana, left Pisagua July 20 for Channel  
 Mallsgate, clrd at Adelaide Aug 24 for U Kingdom  
 Merkara, left Brisbane Oct 6 for London  
 left Batavia Oct 21  
 Mameluke, left Calcutta Sept 25 for London  
 left Suez Oct 17  
 Militades, left Sydney Oct 10 for London  
 Mizpah, left Chatham, NB, Sept 29 for London  
 Monia, clrd at Philadelphia Oct 5 for London  
 Matabele, left Port Natal Oct 24 for London  
 Minnesota, clrd at Baltimore Oct 12 for London  
 Mylome, left San Francisco Sept 13 for Queenstown  
 Moorhill, left Montevideo Aug 23 for Falmouth  
 at Pernambuco Sept 22  
 Marie Stahl, left Caccia —  
 left St Helena Sept 29 for Falmouth  
 Mercur, left San Diego Sept 17 for U Kingdom  
 via South Sea Islands  
 Maiden City, left Portland, O —  
 spoken July 13, 39 N, 127 W for Queenstown  
 Marlborough Hill, left Calcutta Oct 15 for Dundee  
 Mary Elizabeth, left Adelaide Aug 25 for U Kingdom  
 M & E Cox, left Philadelphia Sept 18 for Bristol  
 spoken Oct 3, 44 N, 54 W  
 Matterhorn, left Calcutta June 13 for Hull  
 spoken Sept 18, 20 N, 32 W  
 Magnum, clrd at Rathurst N.B. Sept 22 for Sharpness  
 Monark, left Buenos Ayres Aug 16 for Cardiff  
 MacMillan, left San Diego Sept 7 for U Kingdom  
 via Iquique  
 Mountain Laurel, left Adelaide May 12 for U Kingdom  
 spoken Aug 15, 32 S, 55 W  
 Marle, left Point de Chene Oct 5 for Bristol  
 Minnie G Whitney, left Rio Janeiro Sept 23 for Cardiff  
 Matthew Bedlington, left New Orleans Oct 9 for Cork  
 left Norfolk, Va. Oct 17  
 Mediator, left Quebec Sept 14 for Cork  
 Madeira, left Tacoma August 20 for Dublin  
 spoken Sept 2, 37 N, 130 W  
 Mabel, left Mazagan Sept 20 for Lynn  
 Mentone, left Pisagua July 21 for Channel  
 spoken Sept 29, 8 N, 23 W  
 Mary Low, left Astoria June 13 for U Kingdom  
 spoken Sept 16, 2 S, 29 W  
 Mand, left Quebec Sept 8 for Plymouth  
 Maskelyne, left Bahia Oct 20 for Southampton

## N

Nautik, left Tehuantepec July 6 for Channel  
 Nagore, left Iquique Aug 8 for Channel  
 Natuna, left Astoria July 27 for U Kingdom  
 Nicosis, left Iquique July 18 for Falmouth  
 Navigator, left Buenos Ayres Aug 13 for Cardiff  
 Northbrook, clrd at San Francisco Sept 19 for Q town  
 Naiad, left Iquique July 10 for Falmouth  
 spoken Sept 10, 2 S, 27 W  
 Niobe, left Singapore Aug 14 for Liverpool  
 passed Anjer Sept 1  
 Norseman, left Boston Oct 16 for Liverpool  
 Norway, left Quebec Oct 1 for Liverpool  
 Navarino, left Calcutta Oct 13 for London  
 left Colombo Oct 23  
 Ningchow, left Japan —  
 left Shanghai Oct 15 for Liverpool  
 Nigra, left Galveston Oct 6 for Liverpool  
 Nevada, left New York Oct 15 for Liverpool  
 Nonpareil, left Demerara Oct 10 for London  
 Nors, left Concordia Sept 11 for Channel  
 Neophyte, clrd at Quebec Oct 1 for U Kingdom  
 Nor, left Bay Verte Sept 23 for Sharpness  
 Nicolino, left Bangkok —  
 left Cadiz Sept 23 for Clyde  
 Napoleon, clrd at Newcastle, NB, Sept 29 for Sharpness  
 Nuovo Matteo, clrd at Philadelphia Oct 12 for Shields

## O

Oneota, clrd at Philadelphia Sept 27 for Liverpool  
 Oregon, left Talcahuano July 23 for Queenstown  
 Orchemene, left San Francisco Aug 12 for Queenstown  
 Otogo, left Canterbury, NZ, Aug 9 for U Kingdom  
 Orthes, left Iquique Sept 4 for U Kingdom  
 Oaklands, left Adelaide Aug 3 for Channel  
 Olive S Southard, left Astoria July 11 for U Kingdom

Oberburgmeister von Winter, left Quebec Sept 5 for Sunderland  
 Orione, left Batavia Aug 10 for London  
 Ossuna, clrd at Richibucto Sept 29 for Liverpool  
 Oregon, left Quebec —  
 passed Father Point Oct 19 for Liverpool  
 Ocean, left Campbellton Oct 14 for London  
 Oroya, left Adelaide Oct 1 for London  
 left Perim Oct 21  
 Orizaba, left Sydney — for London  
 left Albany Oct 19  
 Olbers, left New York Oct 11 for Belfast  
 Oliver Emery, clrd at St John, NB, Aug 29 for Belfast  
 spoken Oct 2, 50 N, 33 W

## P

Protos, left Samarang Sept 13 for Liverpool  
 left Suez Oct 13  
 Palestine, left Boston Oct 20 for Liverpool  
 Pontics, left Charleston Oct 12 for Liverpool  
 Pallas, left Calcutta Oct 11 for London  
 left Colombo Oct 17  
 Persian Monarch, left New York Oct 17 for London  
 Parker M Whitmore, clrd at Tacoma Sept 27 for Q town  
 left Port Townsend Oct 1  
 Prince Umberto, left Pensacola Oct 20 for Greenock  
 Prince Lucien, left Pensacola Oct 24 for Greenock  
 Priorhill, left Lyttelton July 9 for Channel  
 P C Petersen, clrd at Pensacola Aug 18 for Suttoubridge  
 for Liverpool  
 Pei Ho, left Mauritius June 27 for Channel  
 passed Ascension Aug 25  
 Pericles, clrd at San Francisco Sept 8 for London  
 Probo, left Musquash, NB, Sept 5 for Gloucester  
 Portuense, left Ceara Oct 9 for Liverpool  
 Port Pirie, left Adelaide Oct — for London  
 Peacemaker, left New York Oct 2 for London  
 Primrose Hill, left San Francisco Sept 27 for Q town  
 Pegasus, clrd at San Francisco Oct 3 for Queenstown  
 Paladine, left Buenos Ayres Sept 3 for Falmouth  
 Penthesilea, clrd at Rangoon May 30 for Channel  
 passed St Helena Sept 29  
 Poseidon, left Magdalena Aug 23 for Channel  
 Palawan, left Pisagua July 23 for Channel  
 Prince Frederick, left Safelo Sound Oct 8 for Plymouth  
 Primera, left Newcastle, NSW, about Sept 11 for U Kingdom  
 via Oamaru  
 Pimmore, left San Francisco Sept 27 for Channel  
 Praesident, left Montevideo Aug 20 for Cardiff  
 Prince Patrick, left Quebec Oct 2 for Glasgow  
 Port Adelaide, left Santa Rosalia Aug 21 for U Kingdom  
 Persian, left San Francisco Oct 9 for U Kingdom  
 P J Palmer, clrd at St John, NB, Sept 29 for Cardiff  
 Para's, left Barbados Oct 16 for Southampton  
 Plymouth, clrd at Tacoma Oct 4 for U Kingdom  
 Papa, clrd at Wilmington Oct 13 for Bristol  
 Progress, clrd at Chicoutimi Sept 23 for Galway

## R

Rahane, left Francisco July 30 for U Kingdom  
 Rudolph Joseph, left Lyttelton June 22 for Channel  
 Royal George, clrd at Port Pirie July 19 for U Kingdom  
 R Morrow, left Madras June 10 for London  
 passed St Helena Sept 20  
 Red Sea, left Kobe — for London  
 left Suez Oct 3  
 Ragner, left New York Oct 9 for Liverpool  
 Richmond Hill, left Sydney Sept — for London  
 left Melbourne Oct 10  
 Ravensdale, left Wilmington Oct 8 for Liverpool  
 Ripon City, left Quebec Oct 10 for London  
 Raphael, left Manila Oct 3 for London  
 left Gale Oct 21  
 Roehampton, left Bussorah Sept 21 for London  
 left Port Said Oct 16  
 Routenburn, left Calcutta Sept 14 for London  
 left Colombo Oct 18  
 Romania, left Calcutta Oct 11 for London  
 left Colombo Oct 17  
 River Nith, left San Francisco Aug 23 for Queenstown  
 Rimac, left Iquique July 26 for Channel  
 Royal Alice, left Port Townsend May 20 for Cork  
 Reider, left Montevideo Aug 4 for Falmouth  
 Rosencoth, left Adelaide Aug 25 for Channel  
 Ruth Topping, left Laguna about July 19 for Falmouth  
 Rockhurst, left Calcutta Aug 14 for Aberdeen  
 Reigate, clrd at Talcahuano July 13 for U Kingdom  
 spoken Sept —, 2 S, 26 W  
 Roslin Castle, left Melbourne Sept 22 for U Kingdom  
 Rebekka, left Quebec Sept 12 for Sharpness  
 Revolving Light, clrd at New York Oct 11 for Bristol  
 Rhine, left Montevideo Aug 2 for Cardiff  
 Rosenius, left Port Pirie March 8 for U Kingdom  
 left Table Bay Sept 10  
 Russia, clrd at Rangoon June 11 for Channel  
 passed St Helena Sept 12  
 Roscrana, left Astoria July 28 for Channel  
 Robinia, left Port Royal Sept 30 for Tynes  
 via Hamburg  
 Robert Hine, left Paysandu Aug 25 for Channel  
 left Montevideo Sept 12

## S

Sierra Blanca, left Bassein Aug 13 for Liverpool  
 Scottish Dales, left Rangoon May 29 for Liverpool  
 Sutherlandshire, left Bassein Aug 7 for Channel  
 Star of Russia, left San Francisco July 23 for Channel  
 Sagitta, left Guayaquil June 22 for Channel  
 Sindia, left Calcutta June 22 for Liverpool  
 passed St. Helena Aug 31  
 Stronsa, left Calcutta June 22 for Liverpool  
 passed Ascension Sept 6  
 Serra, left Matanzas Sept 6 for Liverpool  
 left Savannah Sept 20  
 Strathearn, left Java — for Liverpool  
 left Malta Oct 8  
 Sumatra, left Cochín Aug 23 for London  
 Standard, left Portland, O — for Queenstown  
 left Astoria Aug 21  
 St. Margaret, left Calcutta Oct 1 for London  
 St. Michele, left Rio Janeiro Aug 21 for Falmouth  
 Santiago, left San Francisco June 29 for Queenstown  
 Slieve Donard, left San Francisco Sept 12 for Q town  
 Sicily, left Montevideo Oct 7 for Liverpool  
 Sicily, left St Johns, NF, Sept 26 for London  
 Santa Domingo, left Manila Oct 13 for Liverpool  
 left Singapore Oct 18  
 Starlight, left Savannah Oct 8 for Liverpool  
 Strabo, left New Orleans Oct 22 for Liverpool  
 Silbehorn, left New York Oct 20 for Liverpool  
 Seythia, left Boston Oct 20 for Liverpool  
 St Oswald, left New York Oct 23 for Liverpool  
 Sussex, left Sydney Sept 8 for London  
 left Perim Oct 23

Strathblane, left Rangoon June 30 for London  
 spoken Oct 10, 46 N, 23 W  
 Stella B, left Moulmein Aug 18 for Channel  
 Star of Bengal, left San Francisco Sept 5 for Q town  
 Sardomene, left Calcutta, August 20 for London  
 Salerno, left Belize about October 9 for London  
 Scottish Minstrel, left Iquique Sept — for U Kingdom  
 Schiller, left San Francisco, Sept 30 for Queenstown  
 Sigdal, left Zarate July 23 for Falmouth  
 St. Olaf, left Belsize Sept 18 for Falmouth  
 Sylhet, left Carrizal Aug 19 for Falmouth  
 Sutlej, left Bombay — for London  
 left Gibraltar Oct 24  
 Sahara, left Calcutta Oct 6 for London  
 left Aden Oct 23  
 Star of Italy, left Sydney Oct 20 for London  
 Stratford, clrd at Chicoutimi Sept 29 for London  
 Start, clrd at Miramichi Oct 1 for Queenstown  
 St Fillans, left Calcutta Sept 22 for Dundee  
 left Port Said Oct 14  
 San Luis, left Iquique Oct 1 for U Kingdom  
 St Vincent, left Moulmein July 6 for Channel  
 Southern Queen, left Moulmein March 17 for Channel  
 left Algoa Bay Aug 19  
 Shakespeare, left Pisagua Oct 3 for Channel  
 Sarah, left Quebec Sept 27 for Belfast  
 Solvang, left Paysandu Aug 7 for Channel  
 Sam Mendell, left Adelaide Aug 13 for U Kingdom  
 Shandon, left Iquique Sept 1 for Channel  
 Sierra Colonna, left Rangoon July 10 for Channel  
 passed St Helena Sept 9  
 Star of Victoria, left Cal tagong Oct 3 for Dundee  
 Scandianian, left Philadelphia Oct 15 for Glasgow  
 State of Pennsylvania, left New York Oct 11 for G'gow  
 Seiriol, left Melbourne Oct 13 for Channel  
 Star of Erin, left Port Augusta June 26 for U Kingdom  
 spoken Sept 13, 6 N, 27 W  
 St Francis, left Tacoma about Sept 6 for U Kingdom  
 at Port Townsend, Sept 11  
 Star of Austria, left San Francisco July 28 for U Kingdom  
 Saraca, left San Francisco June 19 for Sligo  
 San Stefano, left Table Bay Aug 30 for Cardiff  
 passed St Helena Sept 8  
 Sinquasi, left Mauritius Aug 8 for Cardiff  
 passed St Helena Sept 11  
 Sleipner, clrd at Port Medway Sept 28 for Glasgow Dock  
 St Halvard, left Montevideo Aug 21 for Plymouth  
 Steelfield, left San Francisco Oct 18 for Channel  
 Selene, left Lyttelton Sept 25 for U Kingdom  
 Stormy Petrel, left St John, NB, Oct 1 for Bristol  
 Sondre Norge, clrd at Bay Verte Oct 6 for Fleetwood  
 Silistria, left Quebec Oct 11 for Glasgow Dock  
 San Lorenzo, left Port Nolloth Sept 1 for Swansea  
 left St Helena Sept 12

## T

Turkistan, left Bangkok August 3 for Liverpool  
 Talavera, left Calcutta Aug 30 for London  
 Thirlmere, left San Francisco Aug 26 for U Kingdom  
 Theresina, left Ceara Oct 13 for Liverpool  
 Thalassa, clrd at Pensacola Sept 5 for Lynn  
 Tainui, left Canterbury, NZ, Sept 20 for London  
 left Rio Janeiro Oct 13  
 Tower Hill, left New York Oct 16 for London  
 Theodor Behrens, clrd at Quebec Sept 19 for Newcastle  
 The Queen, left New York Oct 17 for Liverpool  
 Tafna, left Galveston Oct 6 for Liverpool  
 Taroba, left Brisbane Sept 4 for London  
 left Malta Oct 18  
 Titania, left Victoria, BC, Sept 23 for London  
 Thomas Boustead, left Rio Grande Sept 11 for Liverpool  
 Thomas Hamlin, left Pisagua July 16 for Queenstown  
 Twilight, left St John, NB, Sept 22 for Londonderry  
 Teresa Olivari, clrd at Chatham, NB, Sept 23 for Penarth  
 Taunton, left Port Nolloth Sept 6 for Swansea  
 Thomas Bell, left San Francisco Aug 11 for Q town  
 Tiber, clrd at Pensacola Oct 1 for Greenock  
 Thorbecke VI, left Batavia Aug 31 for Channel  
 passed Anjer Sept 2  
 Thalatta, left San Francisco Oct 10 for Channel  
 Trent, left Pernambuco Oct 14 for Southampton  
 Tenasserim, left Akayab Oct 19 for U Kingdom  
 Theodor Korner, left Moulmein Oct 11 for Clyde

## U

Ulrica, left Calcutta July 13 for London  
 Umata, left Natal Oct 3 for London  
 Undine, left Galveston Sept 26 for Fowey  
 Unity, clrd at Richibucto Oct 1 for Penarth

## V

Venetian, left Boston Oct 17 for Liverpool  
 Volonta di Dio, clrd at Rangoon June 29 for Channel  
 Victory, left Quebec Sept 15 for London  
 Villalta, left Portland, O — for U Kingdom  
 Victorine, left Pacific Coast Sept 17 for Falmouth  
 Volunier, left Rio Grande June 23 for Channel  
 left Rio Janeiro Aug 25  
 Valparaiso, left Pisagua Aug 5 for Channel  
 spoken Sept 21, 11 N, 27 W  
 Valparaiso, left Iquique Sept 3 for London  
 at Valparaiso Oct 3  
 Visurgi, left San Francisco Oct 9 for Channel  
 Valparaiso, left Buenos Ayres Sept 11 for Cardiff  
 Vega, left Calcutta Sept 29 for Liverpool  
 left Perim Oct 20  
 Vidfame, clrd at Bay Verte Oct 1 for Liverpool  
 Venner, left Point Du Ohene Oct 7 for Liverpool  
 Valkyria, left Miramichi Oct 14 for Sharpness

## W

William Wright, left Mobile Sept 26 for Liverpool  
 Wilcania, left Sydney — for London  
 left Adelaide Oct 11  
 Wm H Stabuck, left Astoria, Sept 18 for Queenstown  
 Washale, clrd at San Francisco Sept 28 for Queenstown  
 Wyoming, left New York Oct 23 for Liverpool  
 W J Priie, left San Francisco Oct 5 for Queenstown  
 Wanlock, left Taticorn July 7 for Falmouth  
 spoken Oct 1, 10 N, 23 W  
 Werklust, clrd at Rio Grande Sept 1 for Falmouth  
 Werra, left Java Sept 21 for Queenstown  
 West Lothian, left Bangkok Aug 23 for Liverpool  
 West Indian, left New Orleans Oct 11 for Liverpool  
 Westward Ho! left Iquique Aug 1 for Falmouth  
 at Talcahuano Sept 18  
 Widja, left Montevideo Sept 9 for Falmouth  
 Woolton, left San Francisco July 17 for Liverpool  
 Westgate, left Calcutta July 15 for Hull  
 Westland, left Canterbury, NZ, Aug 14 for U Kingdom  
 Windhover, left Astoria Aug 3 for U Kingdom  
 West Glen, left Valparaiso July 24 for England  
 Westerbotten, left Halifax Sept 19 for Liverpool  
 Woodburn, left Barbadoes Sept 15 for London

Waverley s, left Batavia Aug 23 far Queenstown  
 passed Anjer August 25  
 Windermere, left Rosario Aug 17 for Appledore  
 Wimmera, left Buenos Ayres Sept 1 for Cardiff  
 Waterloo, left Calcutta Sept 18 for Hull  
 Yarkand, left Bassein Sept 18 for Channel  
 Yosemite, left Valparaiso Aug 11 for Liverpool  
 Z  
 Zoe, left Callao May 18 for Liverpool  
 spoken Oct 2, 10 N, 26 W  
 Zemindar, left Calcutta July 23 for Liverpool  
 spoken Oct 2, 23 S, 9 W  
 Zulu, left Montevideo Aug 30 for Falmouth  
 Zia Battista, clrd at Chatham, NB, Sept 15 for Cardiff  
 Zia Caterina, clrd at Chatham, NB, Sept 15 for Penarth

### OUTWARD BOUND.

The following Ships will Sail :—  
 FROM LONDON.

To.	Ship.	Captain.	Size.	Dock.
Auckland—Salamanca	Bryce, B.	1202	SWID	
Adelaide—Torrens	Angel, B.	1276	LD	
Adelaide—Martin Scott, McDonald, B.	1388	EID		
Barbadoes, &c—New York City (s), Le Bosquet, B.	1131	LD		
Bombay, &c—Kaisar-i-Hind (s), Briscoe, B.	2407	RAD		
Bombay, &c—Queen Victoria (s), Ewan, B.	1506	RAD		
Brisbane—Mirella, Coutts, B.	706	EID		
Brisbane—Blengfell, Irving, B.	1154	EID		
Brisbane, &c—Duke of Sutherland (s), Cox, B.	2031	RAD		
Buenos Ayres—Runer, Langfeldt, B.	381	WID		
Bombay, &c—Kerbela (s), Stuart, B.	1459	RAD		
Boston—Borderer (s), Manley, B.	3135	VD		
Brettesnaes—Louisa (s), Davidson, N.	494	MD		
Bussorah, &c—Baghdadi (s), Scott, B.	1104	LD		
Cadiz, &c—London (s), Howes, B.	996	LD		
Calcutta—Star of Germany, Reed, B.	1284	EID		
Calcutta, &c—Brindisi (s), Alderton, B.	2154	RAD		
Calcutta, &c—Rohilla (s), Haselwood, B.	2259	RAD		
Calcutta, &c—Rewa (s), Mann, B.	2623	RAD		
Canterbury—Halcione, Kelly, B.	843	EID		
Christiania—Cameo (s), Moore, B.	883	MD		
Cleveland Bay—Irvin, Boyd, B.	655	EID		
Copenhagen—Danmark, Jans, D.	399	Bektn		
Copenhagen—Elizabeth, Hamann, G.	330	Bktn		
Dantzic—Ida (s), Jason, G.	267	Union Wf		
Dunedin, &c—Oamaru, Maxwell, B.	1306	SWID		
Freemantle—Coolen, Hall, B.	629	LD		
Gothenburg—Thorsten (s), Pettersson, SW.	1052	MD		
Halifax—Mackay-Bennett (s), Le Fanu, B.	1013	VD		
Hobart, &c—Coptic (s), Burton, B.	2557	RAD		
Ibail, &c—North Tyne (s), Brown, B.	754	VD		
Konigsberg, &c—Lyne (s), Reed, B.	763	SWID		
Konigsberg, &c—Argyle (s), Walters, B.	767	SWID		
Libau—Perm (s), Hansen, D.	715	MD		
Lisbon—Freiheit, Wiese, G.	165	Beckton		
Melbourne—Duchalburn, Hunter, B.	1998	EID		
Melbourne—Winefred, Ellis, B.	1359	EID		
Melbourne—Cawdor, Jardalla, B.	2355	SWID		
Mauritius—Baranca, Morgan, B.	653	WID		
Marseilles, &c—Tamise (s), La Teunier, F.	1504	RAD		
Martinique—Graf Otto zu Solms, Vick, G.	235	VD		
Martinique, &c—Peggy, Zieffert, N.	229	WID		
Melbourne—Andola, Mathias, B.	2045	SWID		
Melbourne, &c—Elderslie (s), Cuthbert, B.	1801	RAD		
Montevideo—Jone, Jordan, B.	238	LD		
Montevideo, &c—Eastern Prince (s), Knudsen, B.	1408	SWID		
Montevideo, &c—Mytilene (s), Atkins, B.	1183	RAD		
Montevideo, &c—Pascal (s), Crocker, B.	1499	RAD		
Melbourne—Cambrian Monarch, Williams, B.	1306	SWID		
Mauritius—Jane Fairlie, Thomas B.	377	WID		
Nelson, &c—Auriga, Stone, B.	518	EID		
Newcastle (NSW)—Star of Denmark, Williams, B.	299	EID		
Newcastle (NSW)—Senta, Tiemann, G.	1037	SWID		
New Orleans—Erl King (s), Friske, B.	1418	VD		
New York—Egyptian Monarch (s), Bristow, B.	2552	MD		
New York—Helvetia (s), Cochrane, B.	2355	RAD		
New York—Blaito (s), Kerr, B.	1799	MD		
New York—Voturno (s), Jones, B.	1587	MD		
Otago, &c—Rupehu (s), Greenstreet, B.	2655	RAD		
Odessa, &c—Wimbleton (s), Jarvis, B.	257	VD		
Port Natal—Kingsbyrd, Terjesen, N.	267	SKD		
Port Natal—Limpopo (s), Clark, B.	883	LD		
Palmero, &c—Palmyra (s), Munro, B.	707	LD		
Philadelphia, &c—Michigan (s), Bocquet, B.	1939	TD		
Reval—Hope (s), Usher, B.	1245	MD		
Riga—Leo (s), Belding, B.	710	MD		
Rosario—Marti Codolar, Perriam, B.	382	WID		
Rosario—Minna Helene, Maager, G.	340	LD		
San Francisco—Lodestar, Nowlan, B.	1699	LD		
San Francisco—Miltiades, Vincent, B.	1388	SWID		
St. Kitts, &c—Atlantis (s), Wandlass, B.	950	LD		
St. Petersburg—Lena (s), Read, B.	679	MD		
Stockholm—Bergund (s), Aminoff, Sw.	666	MD		
Sydney—Cypriote, Robertson, B.	1334	VD		
Sydney—Eusemere, Windermere, B.	2651	SWID		
Sydney—Lord Canning, Stevenson, B.	1465	EID		
Sydney, &c—Duke of Athole, Brown, B.	964	EID		
Sydney—Altmore, Weeks, B.	1716	EID		
Sydney—Condor, Williams, B.	1322	EID		
Sydney—Hoghton Tower, Partridge, P.	1593	SWID		
Sydney—Thermopylae, Jenkins, B.	947	EID		
Sydney, &c—Massilia (s), Shallard, B.	2757	RAD		
Sydney, &c—Norkoowa (s), Jacobsen, B.	1074	EID		
Sydney, &c—Orient (s), Ridler, B.	3259	TD		
Sydney, &c—Oceana (s), Tomlin, B.	3349	RAD		
Trinidad—Agon, Syvertsen, N.	300	WID		
Townsville—Marti Codolar, Perriam, B.	382	WID		
Trinidad—Marie Heyn, Draheim, G.	324	WID		
Valparaiso—Explorer, Partridge, B.	750	WID		
Wellington—Euterpe, Bowling, B.	1197	EID		
Yokohama, &c—Bengloe (s), Farquhar, B.	1198	SWID		

### FROM LIVERPOOL.

Aarhuus—Wimburn, 489, Johannesen, BkdD  
 Adelaide—Anna, 1099, Piepper, BD  
 Africa (WC)—Opobo (s), 1350, Perchard, CobD  
 Alexandria, &c—Pharos (s), 1448, Willox, HknD  
 Arcaju—Spark, 197, Davies, GD  
 Astoria, &c—Samoa, 1109, Jenns, SD  
 Bahia—Eos, 890, Pettersen, GD  
 Baltimore—Barrowmore (s), 2453, Inch, AlxD  
 Barbadoes, &c—Yucatan (s), 1841, Fost, Sand

Bombay—Horn Head (s), 1558, Thompson, BkdD  
 Bombay—Armenia (s), 2218, Read, Mph D  
 Bombay—Clan Murray (s), 1372, Workfolk, BkdD  
 Bombay—Eden Hall (s), 2353, Hughes, MphD  
 Boston—Bostonian (s), 2924, Trant, AlxD  
 Boston—Romén (s), 2909, Maddox, AlxD  
 Boston—Samaria (s), 1643, Watt, AlxD  
 Brisbane—Lobo, 829, Sambrook, CanD  
 Buenos Ayres—Asta, 511, Gundersen, CanD  
 Buenos Ayres—Vaso, 530, Tallaksen, GtnD  
 Cadiz—Corso (s), 693, Thomas, GtnD  
 Calcutta—Astronomer (s), 2025, Wallace, MphD  
 Calcutta—Hilston, 1998, Seabourne, BkdD  
 Calcutta—Austriana, 1518, McIntosh, HcmD  
 Calcutta—Loch Carron, 2075, Clarke, BkdD  
 Colon, &c—Costa Rica (s), 3133, Wallace, SdnD  
 Coquimbo, &c—Arica, 489, Netherton, BkdD  
 Copenhagen—Minna (s), 505, Reney, StyD  
 Coronel, &c—Ville de Strasbourg (s), 1786, Beller, BkdD  
 Fiume, &c—Saragossa (s), 1390, Rothwell, HknD  
 Gothenburg—Hermos (s), 743, Holmblad, BD  
 Gothenburg—Juno (s), 691, Lundgren, GtnD  
 Gothenburg—Norden, 332, Svensen, PD  
 Guayaquil—Asia, 380, Haack, PD  
 Havana, &c—Carolina (s), 1350, Oldamiz, HknD  
 Havana, &c—Gracia (s), —, Cirarda, HknD  
 Havana, &c—Euskaro (s), 1396, Telleria, LtnD  
 Havana, &c—Leonora (s), 1806, Algeria, HknD  
 Huelva—Volo (s), 852, Jenkins, GtnD  
 Ibrail, &c—Ararat (s), 1335, Morgan, WeID  
 Iquique—Nixe, 1671, Fettjuch, HcmD  
 Kingston (Jam), &c—Rona, 633, Oppenheim, PD  
 Kurrahee—Brankome Hall (s), 2576, Barnes, Mph D  
 Lima—Cordelia, 698, Owen, SD  
 Lisbon, &c—Lisbon (s), 416, M'Nab, HknD  
 Mazatlan—Helene, 372, Uken, PD  
 Manila, &c—Isle of Mindanao (s), 2753, Galiano, LtnD  
 Mazatlan—Oceanie, 675, Le Maître, PD  
 Melbourne, &c—Scottish Isles, 1937, Carrey, WD  
 Melbourne, &c—Earnock, 1197, Parson, PD  
 Montevideo, &c—Hesperides (s), 1552, Bill, BMD  
 Montevideo, &c—Bede (s), 2134, Buck, WD  
 Montevideo, &c—Cyrene (s), 1965, Hedley, HknD  
 New Orleans—Monarch (s), 1521, Thompson, Hard  
 New York—City of Chicago (s), 3382, Lewis, AlxD  
 New York—St. Bonans (s), 2960, Campbell, LtnD  
 New York—Umbria (s), 3400, M'Kican, AlxD  
 New York—Egypt (s), 2959, Sumner, AlxD  
 Newcastle (NSW)—Anglo-Norman, 882, Hayton, StD  
 Norfolk (Va)—Oxenholme (s), 1755, Thomas, BkdD  
 Norfolk (Va)—Thanemore (s), 1970, Simpson, HbyD  
 Norrköping, &c—Hercules (s), 741, Gohrbrandt, B-MD  
 Oporto—Cintra (s), 292, Pooley, SdnD  
 Odessa, &c—Fabian (s), 1474, Hamblin, HknD  
 Para—Vestfold, 500, Eliassen, GtnD  
 Parnahiba—Cumbrian (s), 181, Watson, BkdD  
 Pernambuco—Suez, 348, Larsen, PD  
 Porto Rico, &c—Cataluna (2251), Jaurequizar, LtnD  
 Principe, &c—Aciorina (s), 785, Machado, B-MD  
 Palermo, &c—Zancia (s), 706, Jarvis, WeID  
 Para, &c—Sobralense (s), 1268, Collings, BD  
 Philadelphia—British King (s), 3888, Kelly, LtnD  
 Porto Rico, &c—Mayaguez (s), 1024, La Cruz, B-MD  
 Principe, &c—Cidade da Praia (s), 445, Da Silva, B-MD  
 Quebec, &c—Lake Winnipeg (s), 2156, Murray, AlxD  
 Quebec, &c—Parisian (s), 3262, Smith, AlxD  
 Quebec, &c—Sarnia (s), 2421, Gibson, AlxD  
 Rangoon—Gulf Stream, 1377, Dorward, WpgD  
 Rosario—Assunta F., 445, Ferrigni, GtnD  
 Rosario—Smaragd, 245, Jorgensen, GtnD  
 Rangoon—Mangalore, 1213, Parry, Bkd, Eyre  
 Reykjavik—Nancy, 115, Heintzelman, KD  
 Rio Janeiro—Teniers (s), 1022, M'Auley, CanD  
 Rio Janeiro—Vegar, 375, Andersen, CanD  
 Rosario—Orion (s), 267, Jorgensen, StyD  
 Rosario, &c—Chaema, 580, Jones, SD  
 Sandleads—Anglo-American, w 1523, Smith, Ham D  
 Santander, &c—Elena (s), 412, Aguirre, CobD  
 Santander, &c—Nieta (s), 662, Sustacha, CobD  
 Shanghai, &c—Telemachus (s), 1421, Jones, BkdD  
 Shanghai, &c—Stentor (s), 1397, Milligan, BkdD  
 Surinam—Gesine, 241, Muller, GtnD  
 Svendborg—Odin, 134, Christiansen, GtnD  
 Sydney—Dinapore, 1047, Livingston, 1047, QD  
 Sydney, &c—Eldenhope, 1497, Garrick, QD  
 Talcahuano—Dunloe, 674, M'Neeley, GD  
 Tarragona, &c—Colon (s), 476, Olaeta, QD  
 Tarragona, &c—Juana (s), 757, Gastanaga, CobD  
 Tarragona, &c—Rita (s), 878, Arrospe, CobD  
 Tarragona, &c—Ter (s), 666, Nieto, CobD  
 Tarragona, &c—Manuela (s), 521, De Goitia, CobD  
 Valparaiso—Elizabeth Ostle, 739, Rennie, BkdD  
 Valparaiso—Coronilla, 524, Saul, SD  
 Valparaiso—County of Merioneth, 1065, Meredith, B-MD  
 Valparaiso, &c—John Elder (s), 2447, Rawcliffe, BkdD

### FROM GLASGOW.

Boston—Phoenician (s), 1552, James  
 Brisbane—Stirlingshire, 1221, Alexander  
 Brisbane—Banffshire, 899, Swinton  
 Bombay, &c—Arabia (s), 2315, Laird  
 Bombay, &c—City of Carthage (s), 1717, Grieve  
 Bombay, &c—City of Dublin (s), 2159, M'Neil  
 Bombay, &c—Clan Macgregor (s), 1927, Palmer  
 Bombay, &c—Clan Sinclair (s), 1912, Kewley  
 Bombay, &c—Europa (s), 1493, Jones  
 Bombay, &c—Niagara (s), 2044, Cottier  
 Bombay, &c—Persia (s), 2318, Hutchieson  
 Boston—Scandinavian (s), 1967, Park  
 Calcutta—Hispania (s), 2213, Marr  
 Calcutta—Britannia (s), 1991, Menzies  
 Calcutta—City of Edinburgh (s), 2102, Barham  
 Cape Town, &c—Clan Alpin (s), 1349, Elliott  
 Colombo, &c—Clan Macarthur (s), 2635, M'Mahon  
 Colombo, &c—Clan Macpherson (s), 2557, Gourlay  
 Gothenburg—Greata (s), 304, Taylor  
 Havana, &c—Ardanigh (s), 893, Cunningham  
 Honolulu—Jamaica, 690, Siebert  
 Iloilo, &c—Klyde (s), 1573, Care  
 Jamaica—Adirondack (s), 1302, —  
 Mauritius—Nor Wester, 1133, Youlden  
 Melbourne—Norfolk Island, 1300, —  
 Melbourne—Cloncaird, 1300, Murdoch  
 Melbourne—Victoria Bay 1118, Scott  
 Melbourne—Kalliope (s), 1620, —, Aitken  
 Montreal—Alicia (s), 2244, Bello, LtnD  
 Montreal—Siberian (s), 2559, Moore  
 Naples, &c—Columbia (s), 1322, Mitchell  
 New York—Circassia (s), 2770, Campbell  
 New York—Furnessia (s), 3613, Hedderwick  
 New York—State of Indiana (s), 1498, —  
 New York—State of Pennsylvania (s), 1568, Mann  
 Palermo, &c—Bramble (s), —, —

Philadelphia—Austria (s), 1527, —  
 Philadelphia—Phoenician (s), 1552, Jones  
 Rangoon—Irrawaddy (s), 1623, Hannah  
 Rosario—Elise, 396, Christian  
 Rosario—May Hulse, 463, Jones  
 Sydney—Pitcairn Island, 1300, Cornwell  
 Sydney—Port Carlisle, 1800, —  
 San Francisco, &c—Evelyn, 1179, —  
 Trinidad, &c—Burnley (s), 1558, Hanslip  
 Trinidad, &c—Strathblane (s), 2350, —  
 Valparaiso—Grace Gibson, 540, Lloyd  
 Valparaiso, &c—Gulf of St Vincent (s), 1590, Friend  
 Valparaiso, &c—Gulf of Trinidad (s), 1571, Sandersen

### FROM CARDIFF.

Aspinwall—Neptune, 468, Hill  
 Bahia—Aeolus, 584, Jensen  
 Bahia—Qves, 465, Olsen  
 Barcelona—Escorial (s), 762, Langwill  
 Bombay—Oceana, 1826, Page  
 Buenos Ayres—Aino, 574, Gundersen  
 Buenos Ayres—Hefhi, 827, Blix  
 Buenos Ayres—Schweigard, 625, —  
 Buenos Ayres—Sea, 768, —  
 Buenos Ayres—Birgitte, 752, Johannesen  
 Buenos Ayres—Ati 480, Ferrari  
 Buenos Ayres—Celestina, 481, Camiglia  
 Buenos Ayres—Eastern Star, —  
 Buenos Ayres—Francesco, 747, Maresca  
 Buenos Ayres—Magdalena, 823, Gundersen  
 Buenos Ayres—Soehim, 893, Monsen  
 Buenos Ayres—Wilhelm Gyntner, 520, Froberg  
 Cadiz—Ina, 252  
 Capetown—Gusto, 795, Colombis  
 Cape Verde—Titan, 353, Martin  
 Cape Verde—Vesta, 439, —  
 Colombo—Lowther Castle (s), 1824, Scarboro  
 Constantinople—Alicia (s), 923, Jones  
 Constantinople—Fernbrook (s), 1132, James  
 Constantinople—James Drake (s), 875, Bullock  
 Constantinople—Maude (s), 1126, —  
 Demerara—Amy A Lane, 369, Heath  
 Demerara—Ernestine, 400, Whittier  
 Fort de France—Leda, 533, Budevich  
 Genoa—Dora (s), 1133, Redhead  
 Genoa—Shrigati, 652, Schiaffino  
 Havana—Gordon Castle, 1320, —  
 Hong Kong—Mabel Taylor, 1298, Durkie  
 Leghorn—Cadoxton (s), 1140, Stacey  
 Malta—Vera (s), 1292, Potter  
 Maranhão—Otto, 525, Gundersen  
 Marseilles—Urania (s), 1703, Smith  
 Montevideo—Ellisif, 944, Abrahamson  
 Montevideo—Hedwig, 1136, Beck  
 Montevideo—Hindostan, 671, Braich  
 Montevideo—Mercur, 661, Schonroff  
 Montevideo—Oskars Vær, 520, Teglund  
 Montevideo—Sovereign, 1192, Putman  
 Montevideo—Royal Visitor, 1167, Dahl  
 Montevideo—Seringa, 1128, Waaler  
 Montevideo—Portichol (s), 83, Menzies  
 Para—Gustaf Adolf, 376, —  
 Pernambuco—Fritthof, 441, Johnsen  
 Pernambuco—Mizpah, 405, Olsen  
 Pernambuco—Bertha, 245, —  
 Pireus—Glenrath (s), 1109, Anderson  
 Port Said—City of Manchester (s), 2089, Brophy  
 Port Said—Enterprise (s), 1274, Storm  
 Port Said—Maud Hartmann (s), 1070, Molloy  
 Port Said—Tagus (s), 1242, Davidson  
 Punta Lara—Gustaf Adolf, 396, Olsen  
 Rangoon—Menai, 1376, Lewis  
 Rio Janeiro—Rhine, 1178, Florness  
 Rio Janeiro and Valparaiso—A D Bordes, 2230, Etchepare  
 Rio Janeiro—Bertie Biglow, 1142  
 Rosario—Espresso, 430, Roncullo  
 Santos—Odin, 510, Altom  
 Santos—Heildi, 432  
 Santos—Stella, 397, Jacobsen  
 Spezia or Genoa—Maria Parodi, 761, Garibaldi  
 St Paul de Loanda—Perpetua, 397, —  
 San Francisco—Malverton (s), 2141, Adams  
 Santos—Hafsfjord, 482, —  
 Santos—Sidon, 398, Hanson  
 Singapore—Australia (s), 1378, Basson  
 Sulina—Parthenon (s), 808, Caravias  
 Trinidad—Nariva, 494, Reid  
 Trinidad—Ste Adresse, 621, —  
 Tangier—Red Rose, 187, M'Donnell  
 Tucacas—Lieutenant Maury, 350, Thomson  
 Valparaiso—Chepico, 1024, Hughes  
 Vancouver Island—Gitana, 1367, Byron  
 Vera Cruz—Scott, 630, Olsen

AT Liverpool Police-court, George Nixon, John Armstrong, and James Fitzsimmons were brought up on the charge of having acted as riggers on board the schooner *Gevalia*, at the North Carriers' Dock. Captain Foster, master of the schooner, was also summoned for employing the men contrary to the bye-laws. Witnesses were called to prove that the men were seen hauling the vessel through the dock. The master, in defence, stated that the men were employed in dealing with the cargo, and that he gave them nothing extra for assisting as riggers. He was fined 20s. and costs, and the men 2s. 6d. and 2s. 6d. costs each.

THE Board of Trade has issued a list of ships reported, during the month of September, 1888, to the Registrar-General of Shipping and Seamen as coming into Registry; as also of ships the registers of which were closed. It appears from this return that 100 vessels were registered, of 58,116 net tonnage and 82,656 gross tonnage, of which number six were purchased from foreigners. It appears that 88 were removed from registry, of 28,474 net tonnage and 33,797 gross tonnage; of these latter 23 were sold to foreigners, 14 were wrecked, five stranded, seven lost, six broken up, one abandoned, nine were in collision, six foundered, one burnt, one condemned, and five struck off for other causes.



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